SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

RIO GRANDE DIVISION

31

Effective Sunday, July 8, 1945, at 12:01 A. M.

MOUNTAIN STANDARD TIME

For the government and information of employes only

J. W. CORBETT,
General Manager

R. E. HALLAWELL,
H. R. HUGHES,
Assistant General Managers

G. C. BAKER,
General Superintendent of Transportation

C. H. GRANT,
Superintendent of Transportation

H. S. FAIRBANK,
Superintendent

MESCAL SUBDIVISION

EASTWARD — WESTWARD

Be governed by Current Time-Table and Bulletins of Tucson Division, on Track No. 2 between Tucson and Mescal.

Capacity of Sidings in Car Lengths		SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 31 July 8, 1945	Distance from Douglas	FIRST CLASS								THIRD CLASS
		964 Freight	942 Mixed	962 Freight	960 Freight	4 Golden State Limited	370	44 Californian	376				1 Sunset Limited	375	3 Golden State Limited	5 Argonaut	43 Californian	371			943 Mixed
		Leave Daily	Leave Tues. Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Tues. Fri.
Tucson Yd BKWCOTYP										983.9	TO-R **TUCSON** 0.8	123.1	s 3.45AM	s 7.15AM	s 6.05PM	s 7.30PM	s 7.40PM	s 9.10PM			
										984.7	**T. & N. R. R. JCT.** 3.0	122.3									
										987.7	**POLVO** E.9.8 — W.10.6 Track No. 1	119.3	3.37	7.04	5.55	7.20	7.32	8.59			
74 P										997.8	**RITA** 5.9	109.2	3.24	6.50	5.43	7.08	7.19	8.47			
74 P										1003.7	**VAIL** 9.0	103.3	3.15	6.42	5.35	7.00	f 7.10	8.38			
66 P										1012.9	**MARSH** E.8.9 — W.9.9	94.1	3.03	6.30	5.23	6.48	6.58	8.25			
85-S Yd.Lmt. 94-N CIYP		6.20PM		10.01AM	2.15AM	1.30PM	12.45PM	11.30AM	12.15AM	1022.3	TO-R **MESCAL** E.2.3 — W.1.9	84.7	2.50AM	6.17	5.10	6.35	6.45PM	8.12			
74 P		**6.30**		10.11	2.25	1.35	12.48	11.35	12.20	1024.5	**MIRAMONTE** 4.4	82.5		6.13	5.06	**6.30**		8.07			
74 WP		6.40		10.21	2.35	1.42	12.53	11.42	12.28	1028.6	**WHETSTONE** 6.7	78.4		6.07	5.01	6.25		8.02			
83 P		6.53		10.34	2.50	1.51	1.02	11.51AM	12.37	1035.5	**SAN JUAN** 7.5	71.5		5.57	4.51	6.16		7.52			
75 P		7.08		10.49	3.05	2.01	1.12	12.01PM	12.48	1043.1	**BOQUILLAS** E.3.7 — W.3.0	63.9		5.46	4.41	6.06		7.42			
Yd Lmt P		7.15		10.55	3.11	2.05	1.16	12.06	12.53	1046.4	**BENSON JCT.** 1.5	60.6		5.40	4.36	6.01		7.37			
74 KWOYP		**7.32**	12.40PM	11.10	3.31	s 2.14	f 1.25	s 12.16	1.03	1048.2	A. B. S. TO-R **FAIRBANK** 6.5	58.8		5.35	f 4.31	s 5.57		f **7.32**			s 3.46PM
71 P		7.44	f 12.52	11.22	3.43	2.23	1.35	12.26	1.13	1054.7	**CHARLESTON** 4.5	52.3		5.23	4.20	5.47		7.22			f 3.34
Yard Limits 75 YP		7.52	s 1.00PM	11.32	3.53	2.30	1.40	12.32	1.19	1058.8	TO **LEWIS SPRINGS** 5.5	48.2		5.16	4.13	5.40		7.15			3.25PM
76 P		8.04		11.44	4.08	2.39	1.49	12.40	1.29	1064.9	**SAN PEDRO** 4.5	42.1		5.06	4.05	5.32		7.07			
60 WP		8.14		11.54AM	4.23	s 2.53	f 1.56	s 12.54	1.39	1069.0	TO **HEREFORD** 5.8	38.0		4.58	s 3.59	s 5.25		f 7.00			
74 P		8.29		12.09PM	**4.47**	3.03	2.06	1.06	1.52	1075.1	**STARK** E.6.5 — W.6.3	31.9		**4.47**	3.44	5.10		6.50			
66 P		8.41		12.24	5.02	s 3.16	f 2.17	1.16	2.02	1080.9	**NACO** E.3.5 — W.3.4	26.1		4.39	3.36	s 5.02		f 6.42			
Yard 66 WCYP		8.49		12.39	5.10	s **3.30**	f 2.24	s 1.30	2.09	1085.0	TO-R **BISBEE JCT.** E.4.9 — W.5.0	22.0		4.33	s **3.30**	s 4.54		f 6.36			
75 P		9.01		12.54	5.22	3.38	2.33	1.39	2.18	1089.7	**CROOK** 7.2	17.3		4.22	3.17	4.34		6.24			
75 WP		9.14		1.09	5.37	3.49	2.44	1.51	2.29	1096.9	**FORREST** 7.4	10.1		4.11	3.06	4.22		6.12			
69 P		9.28		1.23	5.52	3.58	**2.55**	2.02	2.39	1104.3	**CALUMET** E.2.7 — W.2.0	2.7		4.00	**2.55**	4.10		6.00			
Douglas Yd. BKWCOTYP		9.35PM		1.30PM	6.00AM	s **4.05**PM	s 3.00PM	s 2.10PM	s 2.45AM	1107.0	TO-R **DOUGLAS**	0.0		3.55AM	2.50PM	**4.05**PM		5.55PM			
		Arrive Daily	Arrive Tues. Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(123.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Tues. Fri.
		(3.15) 26.06	(0.20) 31.80	(3.29) 24.32	(3.45) 22.59	(2.35) 32.79	(2.15) 37.64	(2.40) 31.76	(2.30) 33.88		Time Over District Average speed per hour		(0.55) 41.89	(3.20) 36.93	(3.15) 37.88	(3.25) 36.03	(0.55) 41.89	(3.15) 37.88			(0.21) 30.29

Westward trains will use track No. 1, Rio Grande Division, Mescal to Tucson, and eastard trains will use track No. 2, Tucson Division, Tucson to Mescal, under double track rules.

All trains will move with caution between west yard limit and east switch Fairbank.

Trains to and from Benson-Fairbank Branch may move under block signal indication between east switch Fairbank and Benson Jct. after receiving authority from train dispatcher to occupy main track. Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 on branch or foul main track until authorized by train dispatcher. Normal indication of signal 10464 will be Stop, except when main track switch Benson Jct. is lined for Benson-Fairbank Branch, signal will then indicate Proceed if block is clear. Benson-Fairbank Branch trains must avoid delaying main line trains and must not pass block signal 10464, or signal 10477, if in other than Proceed position, except as provided by Rule 99.

Trains except first class, must move with caution between Douglas and west switch Calumet.

See additional schedules between Benson Jct. and Fairbank on this page.

Rule 5. Schedule time and train orders for westward trains at Mescal applies at west end of westward crossover, and for eastward trains applies at east end eastward crossover.

ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS

Train	At	TO (or Beyond)
44	Naco	El Paso and connections (T&NO, T&P, and AT&SF) and East of Tucumcari

INDUSTRY TRACK

Location		MP	Capacity — Car Lengths
Forrest	Pauls Spur	1096.9	83

MESCAL SUBDIVISION

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			Distance from San Francisco	Time Table No. 31 July 8, 1945 Benson-Fairbank Branch	Distance from Fairbank	THIRD CLASS		
	944 Mixed	942 Mixed	940 Mixed				941 Mixed	943 Mixed	945 Mixed
	Leave Mon. Thurs.	Leave Tues. Fri.	Leave Wed. Sat.		STATIONS		Arrive Wed. Sat.	Arrive Tues. Fri.	Arrive Mon. Thurs.
Yard Limits BKWOYP	8.00AM	11.00AM	11.00AM	1032.6	TO-R **BENSON** E.6.3 — W.6.6	19.8	s 4.05PM	s 5.25PM	s 5.25PM
-Yard Limits 18 P	s 8.45	s 11.45	s 11.45	1039.8	TO **CURTISS** E.2.6 — W.2.5	12.6	s 3.35	s 4.55	s 4.55
10	8.53	11.55AM	11.55AM	1042.4	**LAND** E.8.3 — W.8.2	10.0	3.15	4.35	4.35
Yd Limits P	9.20	12.20PM	12.20PM	1050.6 1046.4	A. B. S. **BENSON JCT.** 1.5	1.8	2.50	4.10	4.10
74 PKWOY	s 9.30AM	s 12.30PM	s 12.30PM	1048.2	TO-R **FAIRBANK**	0.0	2.40PM	4.00PM	4.00PM
	Arrive Mon. Thurs.	Arrive Tues. Fri.	Arrive Wed. Sat.		(19.8)		Leave Wed. Sat.	Leave Tues. Fri	Leave Mon. Thurs.
	(1.30) 13.20	(1.30) 13.20	(1.30) 13.20		Time Over District Average speed per hour		(1.25) 13.98	(1.25) 13.98	(1.25) 13.98

Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 or foul main track until authorized by train dispatcher.

Apache Powder Co. Spur M. P. 1039.6 Nos. 940, 942, 944, 941, 943 and 945, stop on signal.

See additional schedules between Benson Jct. and Fairbank on this page.

HACHITA SUBDIVISION

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS				Distance from San Francisco			Time Table No. 31 July 8, 1945	Distance from Anapra	FIRST CLASS			
	964 Freight	962 Freight	960 Freight	4 Golden State Limited	370	44 Californian	376						3 Golden State Limited	5 Argonaut	371	375
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Douglas Yd. BKWCOTYP	10.35PM	2.40PM	6.40AM	4.25PM	3.20PM	**2.30**PM	3.00AM	1107.0	A. B. S.	TO-R	**DOUGLAS** E.3.5 — W.4.2	210.7	s **2.30**PM	s 3.45PM	s 5.40PM	s 3.35AM
68 P	10.50	3.00	7.00	4.35	**3.34**	2.40	3.10	1111.8			**ACACIA** E.3.9 — W.4.0	205.9	2.22	**3.34**	5.31	3.26
75 P	11.05	**3.28**	7.15	4.45	3.44	2.50	**3.20**	1115.7			**LEE** 5.4	202.0	2.15	**3.28**	5.25	**3.20**
75 WP	11.25	3.43	7.40	4.55	3.55	3.00	3.33	1121.1			**CAZADOR** 5.5	196.6	2.06	3.19	5.16	3.09
74 P	11.35	3.54	7.55	**5.06**	4.05	**3.10**	3.43	1126.6			**PERILLA** 3.6	191.1	1.56	**3.10**	**5.06**	2.58
75 P	11.45PM	4.02	8.07	5.12	f 4.12	3.16	3.50	1130.6		TO	**BERNARDINO** 7.5	187.1	1.50	3.03	f 4.57	2.52
75 P	12.02AM	**4.47**	8.23	5.21	**4.22**	3.26	4.00	1137.7			**CHIRICAHUA** 9.0	180.0	1.40	2.54	**4.47**	2.42
75 P	12.20	5.05	8.43	5.33	**4.33**	3.38	4.13	1147.1			**APACHE** 5.9	170.6	1.28	2.40	**4.33**	2.30
74 P	12.34	5.15	8.55	5.40	4.40	3.45	4.20	1152.7			**MORA** E.5.6 — W.5.9	165.0	1.21	2.32	4.22	2.22
103 WCP	12.49	5.27	9.10	s 5.50	f 4.48	3.53	4.30	1158.7		TO	**RODEO** E.5.6 — W.5.3	159.0	1.14	s 2.24	f 4.12	2.14
74 P	1.01	5.37	9.25	5.57	4.55	**4.02**	4.37	1163.9			**APAN** E.6.7 — W.6.4	153.8	1.07	2.14	**4.02**	2.04
44 P	1.19	5.52	9.40	6.06	5.05	4.12	4.47	1170.5			**PRATT** 5.4	147.2	12.58	2.05	3.53	1.55
54 P	1.29	6.02	9.50	f 6.12	f 5.11	4.19	4.54	1175.9		TO	**ANIMAS** E.5.4 — W.5.6	141.8	12.52	f 1.58	f 3.46	1.49
74 P	**1.42**	**6.19**	10.00	**6.19**	5.18	4.26	5.01	1181.4			**ANTELOPE** 6.4	136.3	12.45	1.51	3.39	**1.42**
74 P	1.56	6.32	10.13	6.28	5.27	4.35	5.11	1187.8			**PLAYAS** 5.7	129.9	12.36	1.41	3.29	1.32
74 P	2.06	6.42	10.26	6.35	5.34	4.42	5.18	1193.4			**GRADE** 4.7	124.3	12.29	1.34	3.22	1.25
78 P	2.18	6.54	10.40	6.41	5.40	4.50	5.24	1198.1			**VISTA** 4.6	119.6	12.23	1.28	3.16	1.19
74 P	2.28	7.02	10.48	6.47	5.46	4.56	5.30	1202.9			**MINERO** 3.5	114.8	12.17	1.20	3.08	1.13
Yard Limits 75 WCOYP	2.48	7.17	11.08	f 6.53	f 5.51	5.03	5.36	1206.3		TO	**HACHITA** 6.5	111.4	12.12	f 1.14	f 3.01	1.08
74 P	3.03	7.32	11.23	7.03	6.01	5.13	5.46	1212.6			**CONTINENTAL** 5.3	105.1	12 04PM	1.04	2.51	12.58
74 P	3.15	7.43	11.33	7.10	6.08	5.20	5.53	1218.1			**VICTORIO** 7.6	99.6	11.57AM	12.57	2.44	12 51
71 P	3.28	7.58	**11.48**	7.19	6.17	5.30	6.03	1225.6			**SAVOYA** E.5.7 — W.5.4	92.1	**11.48**	12.48	2.34	12.41
36 WP	3.40	8.10	11.58AM	7.26	6.24	5.38	6.11	1230.9		TO	**HERMANAS** E.4.7 — W.5.0	86.8	11.41	12.39	2.24	12.32
74 P	3.50	8.20	12.08PM	7.33	6.31	5.45	6.18	1236.0			**FORD** 6.9	81.7	11.34	12.32	2.17	12.24
74 P	4.03	8.32	**12.23**	7.42	6.40	5.54	6.28	1242.9			**MIMBRES** 7.4	74.8	11.25	**12.23**	2.08	12.14AM
83 WCP	4.23	8.52	12.43	s 7.52	f 6.49	f 6.04	6.40	1250.3		TO	**COLUMBUS** E.6.6 — W.6.5	67.4	s 11.11	s 12.09PM	s 1.53	11.59PM
74 P	4.35	9.04	12.55	8.00	6.58	6.12	6.48	1256.8			**MIRIAM** 6.6	60.9	11.01	11.57AM	1.42	11.48
75 P	4.48	9.17	1.07	8.09	7.07	6.21	6.58	1263.6			**ARENA** 5.5	54.1	10.52	11.48	1.32	11.39
75 P	5.00	9.28	**1.24**	8.16	7.14	6.28	7.05	1268.9			**ALTAIR** 5.6	48.8	10.45	11.41	**1.24**	11.32
72 P	5.12	9.38	1.36	8.23	7.21	6.35	7.13	1274.5			**MALPAIS** 4.1	43.2	10.38	11.33	1.17	11.25
75 P	5.20	9.46	1.44	8.28	7.26	6.40	7.18	1278.5			**MARK** 7.1	39.2	10.33	11.28	1.12	11.20
74 WP	5.35	9.59	1.56	8.38	f 7.36	6.50	7.28	1285.6		TO	**MT. RILEY** 5.5	32.1	10.24	11.19	1.02	11.11
75 P	5.50	10.09	2.06	8.48	7.46	7.00	7.38	1291.2			**POTRILLO** 8.0	26.5	10.17	11.12	12.54	11.02
75 WP	6.05	10.24	2.21	8.58	7.56	7.10	7.48	1299.0			**NORIA** 9.7	18.7	10.07	11.02	12.43	10.52
74 P	6.21	**10.40**	2.37	9.10	8.08	7.22	8.00	1308.9			**MASTODON** 8.4	8.8	9.55	10.50	12.31	**10.40**
75 P	6.40AM	11.00PM	2.55PM	9.25PM	8.20PM	7.35PM	8.15AM	1317.7		TO-R	**ANAPRA**	0.0	9.40AM	10.35AM	12.16PM	10.25PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(210.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(8.05) 26.07	(8.20) 25.28	(8.15) 25.54	(5.00) 42.14	(5.00) 42.14	(5.05) 41.45	(5.15) 40.13				Time Over District Average speed per hour		(4.50) 43.59	(5.10) 40.78	(5.24) 39.02	(5.10) 40.78

Rule 5. Schedule Time and train orders apply as follows:

At Anapra—Westward trains—WEST switch of EAST crossover;
Eastward trains, Deming Subdivision—EAST switch of WEST crossover;
Eastward trains, Hachita Subdivision—EAST switch of EAST crossover.

ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS

Train	At	TO (or Beyond)
44	Chiricahua Rodeo Animas Hachita Hermanas Mt. Riley	El Paso and connections (T&NO T&P, and AT&SF) and East of Tucumcari

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	TO (or Beyond)	FROM (or Beyond)
5	Noria Mt. Riley Hermanas Chiricahua Bernardino	Receive or Discharge	Douglas and West.	El Paso and East.

MESCAL SUBDIVISION

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 940 Mixed	Distance from San Francisco		Time Table No. 31 July 8, 1945 Tombstone Branch	Distance from Tombstone	THIRD CLASS 941 Mixed
	Leave Wed. Sat.			STATIONS		Arrive Wed. Sat.
Yard Limits 74 KWOYP	1.10PM	1048.5	TO-R	**FAIRBANK** 9.1	9.0	s 2.30PM
12	s 1.40PM	1057.5		**TOMBSTONE**	0.0	2.00PM
	Arrive Wed. Sat.			(9.0)		Leave Wed. Sat.
	(0.30) 18.00			Time Over District Average speed per hour		(0.30) 18.00

Rule 82 (A). Schedule of No. 941 may be assumed by crew arriving Tombstone on No. 940 without clearance.

MESCAL SUBDIVISION

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths		SECOND CLASS 942 Mixed	Distance from San Francisco		Time Table No. 31 July 8, 1945 Ft. Huachuca Branch	Distance from Ft. Huachuca	THIRD CLASS 943 Mixed
		Leave Tues. Fri.			STATIONS		Arrive Tues. Fri.
	75 WYP	1.10PM	1058.8	TO	**LEWIS SPRINGS** E.9.8 — W.10.3	13.2	s 3.15PM
Yd Lmt	40 W	f 1.35	1068.9		**GARDEN CANON** E.3.4 — W.3.8	3.1	f 2.50
	35 YB	s 1.50PM	1072.0	TO-R	**FT. HUACHUCA**	0.0	2.40PM
		Arrive Tues. Fri.			(13.2)		Leave Tues. Fri.
		(0.40) 19.80			Time Over District Average speed per hour		(0.35) 22.63

Rule 82 (A). Schedule of No. 943 may be assumed by crew arriving Ft. Huachuca on No. 942 without clearance.

If no operator on duty extra trains originating at Ft. Huachuca may leave without obtaining clearance.

MESCAL SUBDIVISION

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths			Distance from San Francisco		Time Table No. 31 July 8, 1945 Bisbee-Lowell Cutoff	Distance from Lowell	
					STATIONS		
Bisbee Yard	75 P		1088.3		**CORTA** E.1.3 — W.0.7	2.8	
			1089.6		**WARREN** 1.5	1.5	
			1091.7		**LOWELL**	0.0	
					(2.8)		
					Time Over District Average speed per hour		

MESCAL SUBDIVISION

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths			Distance from San Francisco			Time Table No. 31 July 8, 1945 Bisbee Branch	Distance from Bisbee
						STATIONS	
Bisbee Yard	66 WCYP		1085.0	TO		**BISBEE JCT.** E.2.4 — W.3.2	
	75 P		1088.3			**CORTA** E.2.3 — W.1.6	
	BOYP		1089.8		A. B. S.	**DON LUIS** E.0.9 — W.1.2	
	22		1090.8			**GALENA** E.1.3 — W.1.0	
			1091.7			**LOWELL** 1.3	
	16 KP		1092.9			**BISBEE**	
						(7.8)	
						Time Over District Average speed per hour	

EASTWARD

DEMING SUBDIVISION

WESTWARD

	SECOND CLASS						FIRST CLASS												FIRST CLASS					
Capacity of Sidings in Car Lengths	962	984	960	982	964	980	4	6	370	44	2	376	Distance from San Francisco		Time Table No. 31 July 8, 1945		Distance from El Paso, Octavia St.	3	5	43	371	1	375
	Freight	Freight	Freight	Freight	Freight	Freight	Golden State Limited	Argonaut		Cali-fornian	Sunset Limited				STATIONS			Golden State Limited	Argonaut	Cali-fornian		Sunset Limited	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yd Lmts BKWCOYP								5.30PM			6.35AM		1148.3	TO-R	**LORDSBURG** E.1.2 — W.1.2		148.7			s 2.40PM		s11.20PM	
BK		4.40PM		8.20AM		12.10AM		5.32			6.37		1149.5	TO-R	**EAST LORDSBURG** E.2.9 — W.4.0		147.5			2.35		11.15	
107 P		4.50		8.30		12.20		5.37			6.42		1153.0		**ULMORIS** E.6.2 — W.5.8		144.0			2.30		11.08	
64 P		5.00		8.42		12.30		5.43			6.49		1159.0		**LISBON** 5.5		138.0			2.23		11.01	
67 P		5.20		9.02		12.50		5.50			6.56		1164.4		**HAWKINS** E.3.1 — W.3.4		132.6			2.17		10.55	
103 WP		5.35		9.12		1.00		f 5.56			7.01		1168.0	TO	**SEPAR** E.6.5 — W.6.1		129.0			f 2.12		10.50	
68 P		5.50		9.24		1.12		6.04			7.07		1173.8		**LADIM** E.5.8 — W.6.2		123.2			2.03		10.43	
106 P		6.00		9.36		1.22		6.10			7.14		1179.6		**WILNA** E.3.8 — W.3.4		117.4			1.56		10.36	
69 P		6.08		9.44		1.30		6.14			7.18		1183.5		**QUINCY** 4.9		113.5			1.51		10.31	
69 P		6.16		9.53		1.38		f 6.20			7.23		1188.5	TO	**GAGE** E.5.0 — W.5.3		108.5			f 1.44		10.25	
96 P		**6.25**		10.02		1.47		**6.25**			7.28		1193.2		**MONGOLA** E.6.3 — W.6.1		103.8			1.38		10.19	
68 P		6.37		10.13		1.58		6.32			7.35		1199.6		**TUNIS** 3.6		97.4			1.30		10.12	
68 P		6.45		10.20		2.05		6.37			7.39		1203.3		**PARMA** 2.9		93.7			1.26		10.07	
68 P		6.50		10.25		2.11		6.40			7.42		1206.1		**CAMP CODY** E.1.4 — W.2.9		90.9			1.23		10.04	
Yard Limits 229 WCYP		7.15		10.50		2.36		s 6.50			s 7.50		1208.0	TO	**DEMING** E.4.9 — W.3.4		89.0			s 1.20		s10.01	
68 P		7.25		11.00		2.46		6.56			7.56		1212.5		**LUXOR** 6.5		84.5			1.05		9.47	
69 P		7.37		11.11		2.58		7.04			8.03		1218.9		**CARNE** 6.9		78.1			12.57		9.39	
68 P		7.49		11.23		3.10		7.11			8.10		1225.7	A. B. S.	**MYNDUS** E.3.5 — W.3.8		71.3			12.49		9.32	
103 WP		7.57		11.31		3.17		7.15			8.14		1229.6		**AKELA** E.4.8 — W.4.5		67.4			12.44		9.27	
65 P		8.06		11.39		3.26		f 7.21			8.19		1233.9	TO	**CAMBRAY** 4.4		63.1			f12.38		9.21	
64 P		8.14		11.47		3.35		7.26			8.24		1238.4		**DONA** E.4.3 — W.4.6		58.6			12.31		9.14	
102 P		8.23		11.55AM		3.44		7.31			8.29		1243.0		**CHAPPEL** E.4.7 — W.4.5		54.0			12.26		9.09	
77 P		8.35		12.06PM		3.55		7.36			8.34		1247.4		**ADEN** 4.0		49.6			12.21		9.04	
69 P		8.43		**12.16**		4.03		7.40			8.38		1251.3		**PRONTO** 3.3		45.7			**12.16**		8.58	
69 P		**8.53**		12.23		4.10		7.44			8.42		1254.6		**KENZIN** E.4.6 — W.4.9		42.4			12.11		**8.53**	
103 WOP		9.02		12.31		4.19		f 7.51			8.47		1259.4	TO	**AFTON** E.5.5 — W.5.2		37.6			f12.05PM		8.48	
67 P		9.12		12.41		4.29		7.58			8.54		1264.7		**RUTTER** E.4.4 — W.4.7		32.3			11.57AM		8.40	
104 P		9.22		12.51		4.39		8.04			9.00		1269.5		**LANARK** E.5.3 — W.5.0		27.5			11.51		8.34	
68 P		9.32		1.01		4.51		8.10			9.05		1274.5		**VEVAY** E.5.3 — W.5.4		22.5			11.44		8.28	
63 WYP		9.42		1.12		5.02		**8.21**			9.11		1279.7	TO	**STRAUSS** E.5.2 — W.5.4		17.3			11.38		**8.21**	
100 P		9.53		1.23		5.14		8.29			9.19		1285.2		**LIZARD** E.4.6 — W.4.4		11.8			11.29		8.12	
79 P	11.00PM	10.03	2.55PM	1.34	6.40AM	5.24	9.25PM	8.36	8.20PM	7.35PM	9.26	8.15AM	1289.9 1317.7	TO-R	**ANAPRA** Jct. Hachita Subdivision E.1.6 — W.2.1	TO-R **ANAPRA** Jct. Hachita Subdivision E.2.8 — W.2.0	7.1	9.40AM	10.35AM	11.20	12.16PM	8.05	10.25PM
33 P													1319.1		**BOWEN** E.2.0 — W.1.6	A. B. S. **BRICKLAND** 3.6	5.1						
El Paso Yard													1320.9	Track No. 2	**ICEHOUSE CROSSOVER** 2.0	Track No. 1							
I	11.15	10.18	3.10	1.49	6.55	5.39	9.37	8.47	8.32	7.47	9.37	8.27	1322.9		**TOWER 6** Jct. T&NO Tracks 1 and 2 0.4	**TOWER 6** Jct. T&NO Tracks 1 and 2 0.4	1.5	9.28	10.23	11.08	12.04	7.53	10.12
BKIP							s 9.40PM	s 8.50PM	s 8.35PM	s 7.50PM	s 9.40AM	s 8.30AM	1323.3 1295.9	R	**EL PASO** (Union Passenger Depot) 1.1	R **EL PASO** (Union Passenger Depot) 1.1	1.1	9.25AM	10.20AM	11.05AM	12.01PM	7,50PM	10.10PM
BKW COTYP	11.25PM	10.28PM	3.20PM	2.00PM	7.05AM	5.50AM							1297.0	TO-R	**EL PASO** (Octavia St.) T&NO Yard **EL PASO** (Cotton Ave.)	**EL PASO** (Octavia St.) Pac. Lines TO-R **EL PASO** (Cotton Ave.)	0.0						
															(148.3)	(148.7)							
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.25) 16.08	(5.48) 25.57	(0.25) 16.08	(5.40) 26.17	(0.25) 16.08	(5.40) 26.17	(0.15) 22.40	(3.20) 44.16	(0.15) 22.40	(0.15) 22.40	(3.05) 47.74	(0.15) 22.40			............Time Over District............ ....Average speed per hour..........	......Time Over District.............. ....Average speed per hour..........		(0.15) 24.00	(0.15) 24.00	(3.35) 41.19	(0.15) 15.24	(3.30) 42.17	(0.15) 15.24

Rule 5. Schedule Time and train orders apply as follows:

At Anapra—Westward trains—WEST switch of EAST crossover;
Eastward trains, Deming Subdivision—EAST switch of WEST crossover;
Eastward trains, Hachita Subdivision—EAST switch of EAST crossover.

Eastward trains must not pass Signal 12898 in stop position, and westward trains must not pass Signal 12901 in stop position, unless authorized orally by train-order operator at Anapra. Proceed, or proceed on diverging route indication in either of these signals will supersede the superiority of trains between east and west crossovers at Anapra.

Tracks between Anapra and Tower 47, will be numbered and unless otherwise authorized will be used as double track:

No. 1 for Westward Trains;
No. 2 for Eastward Trains.

Track between El Paso, Campbell St. Pacific Lines and Tower 6, will be known as Track No. 3, and operated as single track.

EASTWARD

ALAMOGORDO SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths		SECOND CLASS			FIRST CLASS				Distance from San Francisco		Time Table No. 31 July 8, 1945		Distance from Carrizozo	FIRST CLASS			
		994 Freight Leave Daily	992 Freight Leave Daily	990 Freight Leave Daily	4 Golden State Limited Leave Daily	370 Leave Daily	44 Californian Leave Daily	376 Leave Daily			**STATIONS**			3 Golden State Limited Arrive Daily	43 Californian Arrive Daily	371 Arrive Daily	375 Arrive Daily
El Paso Yard	BKIP				10.10PM	9.30PM	8.20PM	9.30AM	1295.9	R	**EL PASO** (Union Passenger Depot) 1.1	D.T.	144.0	s 8.55AM	s 10.35AM	s 11.30AM	s 9.10PM
	P	3.30PM	8.40AM	12.05AM					1297.0		**EL PASO** (Octavia St.) 0.6		142.9				
	BKWCOTYP I	3.35	**8.45**	12.10	10.19	9.39	8.28	9.38	1297.6	TO-R	**TOWER 47** (Cotton Ave.) T. & N. O. Connection		142.3	**8.45**	10.25	11.20	9.00
	P								1297.0		**EL PASO** Pacific Lines Yard 4.0	A. B. S.	142.9				
	P								1301.5		**FORT BLISS** E.0.1 — W.1.4		138.4				
103	P	4.05	9.15	12.40	10.34	9.55	**8.43**	9.52	1302.3	TO	**PLANEPORT** E.6.7 — W.6.4		137.6	8.34	10.08	11.06	**8.43**
74	P	4.16	9.27	12.52	10.42	10.04	8.49	**10.02**	1309.0		**PANCHO** E.7.3 — W.7.6		130.9	8.24	**10.02**	11.00	8.30
102	P	4.28	9.39	1.04	f10.49	f10.12	8.56	10.11	1316.1	TO	**NEWMAN** E.5.4 — W.5.2		123.8	8.16	f 9.55	f 10.53	8.20
76	P	4.38	**9.49**	1.13	10.56	10.20	9.02	10.18	1321.7		**HUECO** 4.5		118.2	8.10	**9.49**	10.47	8.14
77	P	4.45	10.02	1.20	11.02	10.26	9.08	10.27	1326.2		**ALVARADO** E.5.9 — W.6.3		113.7	8.05	9.44	10.42	8.08
103	P	4.54	10.14	1.30	11.08	10.33	9.16	**10.36**	1332.1		**DESERT** E.7.2 — W.6.9		107.8	7.59	9.38	**10.36**	8.02
75	P	5.09	**10.29**	1.42	11.16	10.41	9.23	10.43	1339.2		**ELWOOD** E.5.5 — W.5.9		100.7	7.52	9.31	**10.29**	7.55
121	WYP	5.24	10.44	1.57	f11.24	f10.49	9.30	10.51	1345.0	TO	**OROGRANDE** E.6.6 — W.6.2		94.9	7.46	9.24	f 10.20	7.49
75	P	5.37	**10.58**	2.09	11.31	10.56	9.37	**10.58**	1351.3		**TURQUOISE** 5.7		88.6	7.36	9.15	10.10	7.39
75	P	5.47	11.08	2.19	11.37	11.02	9.43	11.04	1357.0		**PAXTON** 5.1		82.9	7.30	9.09	10.02	7.33
79	P	5.57	11.17	2.28	11.43	11.08	9.49	11.10	1362.1		**ESCONDIDA** E.3.8 — W.4.0		77.8	7.24	9.03	9.55	7.27
96	P	6.04	11.24	2.35	11.47	11.12	9.54	11.14	1366.0		**DUNES** E.6.3 — W.6.2		73.9	7.19	8.57	9.49	7.20
74	P	6.14	11.34	2.45	11.54PM	11.19	10.01	11.21	1372.3		**VALMONT** E.5.8 — W.6.2		67.6	7.12	8.49	9.41	7.12
110	P	6.26	11.45AM	2.55	12.01AM	11.26	10.08	11.28	1378.2		**OMLEE** E.4.5 — W.5.1		61.7	7.05	8.42	9.33	7.05
Yd Lmts 191	BKW COP	**6.59**	12.01PM	3.30	s12.20	s11.36	s10.32	11.38	1382.8	TO	**ALAMOGORDO** E.2.1 — W.0.4		57.1	s 7.00	s 8.36	s 9.26	**6.59**
	YP	7.04	12.06	3.35	12.23	11.39	10.35	11.41	1384.2		**ALAMOGORDO JCT.** E.4.1 — W.4.8		55.7	6.50	8.21	9.15	6.49
75	P	7.16	12.20	3.47	12.31	11.46	10.43	11.46	1388.6		**KEARNEY** 7.2		51.3	6.45	8.16	9.10	6.44
77	P	7.29	12.31	3.58	s12.41	f11.57PM	10.51	11.56AM	1395.6	TO	**TULAROSA** 7.2		44.3	s 6.38	s 8.06	f 9.00	6.37
75	P	7.42	12.43	4.10	12.51	12.08AM	11.01	12.06PM	1403.0		**TEMPORAL** 4.2		36.9	6.29	7.54	8.50	6.29
75	P	7.54	12.50	4.17	12.57	12.14	11.06	12.12	1407.2		**SALINAS** E.5.8 — W.6.0		32.7	6.24	7.48	8.44	6.24
102	WP	8.11	1.07	4.29	f 1.07	f12.24	11.13	12.22	1412.9	TO	**THREE RIVERS** E.5.5 — W.5.2		27.0	6.17	f 7.41	f 8.36	6.17
76	P	8.26	1.27	4.45	1.14	12.35	11.20	12.32	1418.4		**NORTH** 6.3		21.5	6.10	7.35	8.30	6.10
76	P	8.46	1.47	5.05	1.26	12.47	11.30	12.44	1424.5		**OSCURA** E.7.9 — W.8.2		15.4	6.02	7.27	8.22	6.02
107	P	9.06	2.07	5.25	1.40	12.59	11.43	12.57	1432.8		**POLLY** E.7.0 — W.5.9		7.1	5.50	7.15	8.10	5.50
Yard Limits	BKWCOYP	9.20PM	2.25PM	**5.40AM**	s 1.50AM	s 1.15AM	s11.54PM	s 1.10PM	1439.9	TO-R	**CARRIZOZO**		0.0	**5.40AM**	7.05AM	8.00AM	5.40PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(144.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
		(5.50) 24.50	(5.45) 25.04	(5.35) 25.59	(3.40) 39.27	(3.45) 38.40	(3.34) 40.37	(3.40) 39.27			Time Over District Average speed per Hour			(3.15) 44.31	(3.30) 41.14	(3.30) 41.14	(3.30) 41.14

Between main track yard limit board east of Alamogordo Jct. and east switch of siding Alamogordo, trains to and from Cloudcroft Branch may move under authority of block signal indications after receiving authority from train dispatcher to occupy main track. All trains must move with caution between these points expecting to find main track occupied.

Rules 5 and 105. That portion of siding at Alamogordo between crossovers east and west of station building is designated as Passenger siding, and must not be unnecessarily blocked by freight trains. Schedule time and train orders for First-class trains applies at Passenger siding.

Track between El Paso, Campbell St., Pacific Lines and Tower 6, will be known as Track No. 3, and operated as single track.

ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS

Train	At	TO (or Beyond)
44	Newman Orogrande Tularosa Three Rivers	East of Tucumcari

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Shakespeare (Spur)	1150.1	8

EASTWARD

DEMING SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths		Distance from San Francisco		Time Table No. 31 July 8, 1945 Lawrence Branch **STATIONS**	Distance from Lawrence
Yd Lmts	BKW COYP	1148.3 1146.9	TO-R	**LORDSBURG** 0.9	5.2
		1148.3 1146.9		**OIL SIDING** 3.8	3.8
		1150.7		**LAWRENCE**	0.0
				(5.2)	

EASTWARD

ALAMOGORDO SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths		SECOND CLASS 970 Freight Leave Mon. Wed. Fri.	Distance from San Francisco		Time Table No. 31 July 8, 1945 Cloudcroft Branch **STATIONS**	Distance from Russia	THIRD CLASS 971 Freight Arrive Mon. Wed. Fri.
YdLmts 191	BKW COP	7.35AM	1382.8	A.B.S. TO-R	**ALAMOGORDO** 0.4	32.3	3.00PM
	YP	7.40	1384.2		**ALAMOGORDO JCT.** E.4.6 — W.4.8	30.9	2.50
14	P	8.00	1388.8		**LA LUZ** 6.5	26.3	2.35
13		8.35	1395.4		**PINTO** 3.3	19.7	1.55
12	P	8.55	1398.6		**HIGH ROLLS** E.0.8 — W.0.7	16.5	1.35
9	P	9.00	1399.3		**MOUNTAIN PARK** 1.5	15.8	1.25
6	P	9.10	1400.9		**WOOTEN** 2.6	14.2	1.15
8	YP	9.30	1403.9 1403.5		**TOBOGGAN** 0.1	11.6	1.00
			1403.7		**SWITCHBACK** (West End) 0.6	11.4	
			1404.3 1403.9		**SWITCHBACK** (East End) E.4.6 — W.4.7	10.8	
Yard Limits 7	WPY	10.15	1408.7	TO	**CLOUDCROFT** E.6.3 — W.6.2	6.4	12.20PM
Yard Limits 19	YP	10.55AM	1415.1		**RUSSIA**	0.0	11.30AM
		Arrive Mon. Wed. Fri.			(32.3)		Leave Mon. Wed. Fri.
		(3.20) 9.69			Time Over District Average speed per hour		(3.30) 9.23

Rule 82 (A). Schedule of No. 971 may be assumed by crew arriving Russia on No. 970 without clearance.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Hotel (Spur)	1409.4	8
Cox Canon (Spur)	1410.6	10

EASTWARD

DEMING SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths		SECOND CLASS 952 Mixed Leave Daily Except Sun.	Distance from San Francisco		Time Table No. 31 July 8, 1945 Clifton Branch **STATIONS**	Distance from Clifton	THIRD CLASS 953 Mixed Arrive Daily Except Sun.
Yard Limits	BKWCOYP	8.30AM	1148.3 1146.4	TO-R	**LORDSBURG** E.17.9 — W.18.4	69.9	s 4.35PM
44	P	f 9.17	1165.3		**SUMMIT** 11.0	51.0	f 3.51
40		f 9.42	1176.2		**THOMSON** E.4.8 — W.4.6	40.1	f 3.24
9		s 9.53	1180.9		**FRANKLIN** E.3.0 — W.3.3	35.4	s 3.13
Yard Limits 50	WP	s 10.06	1184.3	TO	**DUNCAN** E.3.0 — W.2.7	32.0	s 3.04
17		f 10.14	1186.9		**FOX** E.5.7 — W.5.9	29.4	f 2.52
35		f 10.32	1192.6		**SHELDON** E.6.5 — W.6.6	23.7	f 2.33
43		f 10.52	1199.1		**YORK** E.6.1 — W.6.0	17.2	f 2.09
25	WP	f 11.12	1205.2		**GUTHRIE** 4.6	11.1	f 1.47
25	P	f 11.28	1209.8		**SOUTH SIDING** E.4.5 — W.4.2	6.5	f 1.31
		f 11.44AM	1214.2		**SMELTER** 1.9	2.1	f 1.15
Yard Limits	TP	s 12.05PM	1216.3	A.B.S. TO-R	**CLIFTON**	0.0	1.05PM
		Arrive Daily Except Sun.			(69.9)		Leave Daily Except Sun.
		(3.35) 19.51			Time Over District Average speed per hour		(3.30) 19.97

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Veitch (Spur)	1156.2	39
Nos. 953 and 952 stop at Veitch on flag		

EASTWARD

SANTA ROSA SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS				Distance from San Francisco		Time Table No. 31	Distance from Tucumcari	FIRST CLASS			
	994	992	990	376	4	370	44			July 8, 1945		3	43	371	375
	Freight	Freight	Freight		Golden State Limited		Californian					Golden State Limited	Californian		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits BKWCOYP	9.40PM	3.20PM	7.20AM	1.20PM	2.00AM	1.25AM	12.04AM	1439.9	TO-R	**CARRIZOZO** E.6.3 — W.7.1	187.5	s 5.30AM	s 6.55AM	s 7.50AM	s 5.30PM
110 P	10.00	3.40	**7.40**	1.33	2.10	1.35	12.14	1446.9		**ROBSART** 5.3	180.5	5.18	6.42	**7.40**	5.19
75 WP	10.14	3.55	7.55	1.43	2.20	1.45	12.24	1452.2		**COYOTE** 6.9	175.2	5.10	6.34	7.30	5.12
75 P	10.34	4.15	8.15	1.53	2.30	1.55	12.34	1459.2		**LARGO** E.4.2 — W.3.6	168.2	5.00	6.23	7.21	5.02
126 WP	10.54	4.35	8.40	2.03	f 2.40	f 2.05	12.44	1463.5	TO	**ANCHO** E.3.9 — W.4.2	163.9	4.53	f 6.15	f 7.13	4.56
102 P	11.09	**4.50**	8.55	2.10	2.47	2.12	12.52	1467.0		**LUNA** E.6.2 — W.5.9	160.4	4.47	6.07	7.06	**4.50**
74 P	11.29	5.10	9.15	2.20	2.57	2.22	1.02	1473.0	TO	**TECOLOTE** 4.7	154.4	4.38	5.58	6.56	4.41
74 P	11.40	5.20	9.25	2.27	3.03	2.28	1.09	1477.8		**ELDA** E.4.3 — W.4.8	149.6	4.31	5.49	6.47	4.34
126 WP	11.51PM	5.29	9.33	2.34	3.10	2.35	1.16	1482.5		**GALLINAS** E.8.4 — W.8.1	144.9	4.25	5.42	6.38	4.28
103 YP	12.06AM	5.44	9.48	2.47	s 3.23	f 2.47	1.28	1490.9	TO	**CORONA** E.4.8 — W.4.5	136.5	4.12	s 5.29	f 6.25	4.16
72 P	12.14	5.52	9.56	2.54	3.30	2.54	1.35	1495.2		**VARNEY** 3.8	132.2	4.03	5.17	6.13	4.06
71 WP	12.22	5.59	10.03	3.01	3.37	3.01	1.41	1499.0		**TORRANCE** 5.5	128.4	3.57	5.09	6.06	4.00
74 P	12.32	6.09	10.13	3.10	**3.48**	3.09	1.49	1504.4		**HELENA** E.6.4 — W.6.5	123.0	**3.48**	5.00	5.57	3.50
87 P	12.44	6.20	10.24	3.18	f 3.58	f 3.20	1.57	1510.6	TO	**DURAN** E.5.9 — W.5.8	116.8	3.39	f 4.51	f 5.49	3.40
82 P	12.55	6.31	10.35	**3.29**	4.06	**3.29**	2.05	1516.6		**INDIOLE** 4.7	110.8	**3.29**	4.41	5.40	**3.29**
82 P	1.04	6.40	10.44	3.36	4.12	3.38	2.12	1521.5		**EPRIS** E.4.0 — W.4.1	105.9	3.21	4.34	5.32	3.19
101 W 116 E Yd. Lmts. KCWP	1.29	7.10	11.14	3.46	s **4.25**	s 3.52	s 2.22	1525.4	TO	**VAUGHN** E.2.9 — W.2.7	102.0	s 3.15	s **4.25**	s 5.25	3.13
78 P	1.35	7.16	11.24	3.52	4.29	3.58	2.27	1528.1		**TONY** E.5.2 — W.5.1	99.3	3.02	4.20	5.10	3.05
107 P	1.47	7.28	11.36	4.00	4.38	**4.13**	2.34	1533.3	A. B. S.	**LEONCITO** 6.7	94.1	2.54	**4.13**	5.01	2.57
76 P	1.59	7.40	11.48AM	4.10	**4.48**	4.23	**2.45**	1540.0		**WINKLE** E.6.9 — W.7.1	87.4	**2.45**	4.01	**4.48**	2.47
105 WP	2.11	7.53	12.01PM	4.19	f 4.58	f **4.35**	2.53	1547.2	TO	**PASTURA** E. 5.6 — W.5.3	80.2	2.34	f 3.51	f **4.35**	2.37
75 P	**2.26**	8.03	12.13	4.29	5.08	4.45	3.01	1552.4		**GUADALUPE** E.5.8 — W.6.1	75.0	**2.26**	3.40	4.22	2.28
106 P	2.39	8.14	12.25	4.40	5.18	4.54	3.10	1558.5		**ARABELLA** E.5.4 — W.5.2	68.9	2.16	3.30	4.10	2.18
75 CP	2.51	8.24	12.36	4.50	5.28	5.02	**3.20**	1563.7		**PINTADO** E.4.9 — W.5.3	63.7	2.07	**3.20**	4.00	2.10
113 W 107 E Yd. Lmts. WYP	**3.07**	8.34	12.47	5.00	s 5.43	f 5.12	s 3.30	1568.3	TO	**SANTA ROSA** E.5.2 — W.5.1	59.1	s 1.59	s **3.07**	f 3.51	2.02
95 P	3.19	8.46	1.00	5.12	5.56	5.22	**3.40**	1574.0		**HAWKS** E.3.5 — W.3.3	53.4	1.47	2.51	**3.40**	1.52
74 P	**3.31**	8.56	1.10	5.21	6.04	5.30	3.50	1577.4		**LOS TANOS** E.2.9 — W.3.1	50.0	1.42	2.43	**3.31**	1.46
98 P	3.39	9.04	1.18	5.28	6.11	5.38	4.00	1580.3		**ALCOR** E.5.6 — W.5.7	47.1	1.37	2.36	3.26	1.40
103 WP	3.51	9.14	**1.31**	5.39	f 6.20	f 5.48	4.10	1585.8	TO	**CUERVO** 9.1	41.6	1.29	f 2.26	f 3.18	**1.31**
102 P	4.07	9.29	1.46	5.53	f 6.34	6.02	4.26	1594.7		**NEWKIRK** E.5.4 — W.5.2	32.7	1.15	f 2.11	3.06	1.16
73 P	4.19	9.39	1.56	6.02	6.43	6.12	4.38	1600.4		**SIMMONS** E.6.3 — W.6.6	27.0	1.06	1.58	2.59	1.07
102 P	4.31	9.51	2.07	6.14	f 6.54	f 6.23	4.50	1606.7	TO	**MONTOYA** E.8.5 — W.8.6	20.7	12.57	f 1.48	f 2.51	12.57
112 P	4.46	10.06	2.22	6.26	7.06	6.35	5.03	1615.5		**PALOMAS** E.6.3 — W.6.4	11.9	12.45	1.35	2.40	12.46
103 P	4.57	10.17	2.33	6.35	7.16	6.45	5.16	1621.9		**HARGIS** E.5.1 — W.4.0	5.5	12.37	1.25	2.30	12.38
Tucumcari Yd. BKWCOTYP	5.10AM	10.30PM	2.50PM	s 6.45PM	s 7.30AM	s 7.00AM	s 5.30AM	1627.4	TO-R	**TUCUMCARI**	0.0	12.30AM	1.15AM	2.20AM	12.30PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(187.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(7.30) 25.00	(7.10) 26.16	(7.30) 25.00	(5.25) 34.62	(5.30) 34.09	(5.35) 33.58	(5.26) 34.51			Time Over District Average speed per hour		(5.00) 37.50	(5.40) 33.09	(5.30) 34.09	(5.00) 37.50

ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS

Train	At	TO (or Beyond)
44	Ancho Corona Duran Pastura Cuervo Newkirk Montoya	East of Tucumcari

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS AND EXPRESS

Train	At	Receive or Discharge	TO (or Beyond)	FROM (or Beyond)
3	Corona	Receive or Discharge	El Paso and West	East of Tucumcari

EASTWARD

SANTA ROSA SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS	Distance from San Francisco		Time Table No. 31	Distance from Dawson	SECOND CLASS
	974			July 8, 1945		975
	Mixed			Dawson Branch		Mixed
	Leave Mon. Wed. Fri.			STATIONS		Arrive Tues. Thurs. Sat.
Tucumcari Yd. BKWCOTYP	6.10AM	1627.4	TO-R	**TUCUMCARI** E.6.2 — W.6.7	132.0	s 5.00PM
44 P	f 6.27	1634.9		**BASCOM** E.5.6 — W.5.5	124.5	f 4.35
34 P	f 6.41	1640.4		**CANADIAN** E.9.7 — W.9.8	119.0	f 4.10
45 P	f 7.03	1650.1		**ATARQUE** E.11.5 — W.11.4	109.3	f 3.40
34 WYP	s 7.40	1661.7		**CAMPANA** 5.9	97.7	s 3.05
34 P	f 8.05	1667.6		**MEDIO** 5.5	91.8	f 2.35
63 CYP	f 8.30	1673.0		**CABEZA** E.4.8 — W.4.9	86.4	f 2.05
36 P	s 8.45	1677.9	TO	**MOSQUERO** 8.6	81.5	s 1.45
31 P	f 9.05	1686.3		**SOLANA** 9.7	73.1	f 1.23
Yard Limits 34 WP	s 9.30 10.05	1696.1	TO	**ROY** 10.2	63.3	1.00 s 12.25
29 YP	f 10.30	1706.4		**MILLS** E.9.2 — W.9.4	53.0	f 12.01PM
37 WP	f 11.05	1715.6		**ABBOTT** E.6.4 — W.6.1	43.8	f 11.10AM
30 P	f 11.20	1721.8		**VERNON** E.7.9 — W.8.0	37.6	f 10.55
CYP	f 11.40AM	1729.8		**TAYLOR** 11.6	29.6	f 10.25
Yard Limits 33 P	s 12.10PM 12.30	1741.3		**FRENCH** E.13.6 — W.13.5	18.1	9.40 s 9.20
38 P	f 1.10	1754.3		**COLFAX** E.4.8 — W.4.4	5.1	f 8.50
Dawson Yard BKWTCYP	s 1.30PM	1759.4	TO-R	**DAWSON**	0.0	8.30AM
	Arrive Mon. Wed. Fri.			(132.0)		Leave Tues. Thurs. Sat.
	(7.20) 18.00			Time Over District Average speed per hour		(8.30) 15.53

French — Time shown at French applies at A. T. & S. F. station.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Trigg Ranch (Spur)	1655.6	3
Dioxice (Spur)	1684.7	9

Nos. 974 and 975 will stop at Trigg Ranch and Dioxice on flag

EASTWARD

MESCAL SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS	Distance from San Francisco		Time Table No. 31	Distance from Patagonia	THIRD CLASS
	944			July 8, 1945		945
	Mixed			Patagonia Branch		Mixed
	Leave Mon. Thurs.			STATIONS		Arrive Mon. Thurs.
Yard Limits 74 KWOYP	10.00AM	1048.2	TO-R	**FAIRBANK** E.10.8 — W.11.2	43.8	s 3.30PM
36 P	f 10.40	1062.5		**CAMPSTONE** 11.7	32.6	f 2.50
32 P	f 11.15	1073.8		**ELGIN** E.2.3 — W.2.0	21.3	f 2.16
		1076.0		**CANELO** E.5.8 — W.6.2	19.1	
Yard Limits 35 P	s 11.35AM	1082.1		**SONOITA** E.6.5 — W.6.1	13.0	s 1.46
	f	1088.4		**ASHBURN** 6.5	6.7	f
Yard Limits 34 WTP	s 12.30PM	1095.1		**PATAGONIA**	0.0	1.01PM
	Arrive Mon. Thurs.			(43.8)		Leave Mon. Thurs.
	(2.30) 17.52			Time Over District Average speed per hour		(2.29) 17.64

Trains 944 and 945 stop on signal at Perrin Trust Ranch House MP 1069.2.

Rule 82 (A). Schedule of No. 945 may be assumed by crew arriving Patagonia on No. 944 without clearance. Westward trains Patagonia Branch must not foul main track Fairbank until authorized by train dispatcher.

SPECIAL INSTRUCTIONS

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

El Paso	C. E. Ross	Bisbee	L. L. Gilman
El Paso	Art Kassel	Lordsburg	E. G. Preis
Tucson	Grunewald & Adams	Alamogordo,	A. Sorenson & Son
Tucson	R. W. Hemkin	Tucumcari	Wm. D. Coon
		Douglas	Hoyal Jewelers

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semimonthly, to a designated inspector.

RULES 10 (G) and 10 (H). On tracks No. 1 and No. 2 between Tucson and Polvo, signals will be placed on left of track in direction of movement.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or time-table bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed 15 MPH thereover.

RULE 10 (J). Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such train is passing distant signal three-fourths mile beyond the slow board:

TUCSON-MESCAL

Eastward					Westward
1011.0					1014.4

MESCAL-DOUGLAS

Eastward					Westward
1027.2	1046.4	1073.3	1022.8	1044.8	1066.4
1033.8	1057.4	1095.0	1026.1	1049.9	1070.9
1041.4	1062.9	1102.4	1030.5	1056.3	1076.6
			1037.4	1060.9	1083.0
					1086.8

DOUGLAS-EL PASO

Eastward					Westward
1110.0	1185.9	1241.1	1109.3	1177.5	1232.7
1113.9	1191.6	1248.5	1113.4	1183.1	1237.7
1124.8	1196.3	1267.1	1117.5	1189.5	1244.6
1128.6	1201.0	1272.7	1128.4	1195.2	1270.7
1136.0	1204.4	1276.7	1132.0	1199.8	1276.2
1156.7	1210.9	1283.9	1139.5	1204.4	1280.3
1162.2	1216.2	1289.4	1160.4	1214.4	1287.4
1168.8	1223.8	1297.3	1165.6	1219.7	1292.9
1174.2	1229.4	1307.1	1172.0	1227.3	1300.9
1179.6	1234.2	1315.5			1310.7
		1319.8			

LORDSBURG-EL PASO

Eastward					Westward
1146.2	1201.6	1249.7	1154.8	1205.1	1249.2
1157.2	1204.3	1253.0	1165.9	1209.6	1253.1
1165.8	1210.7	1257.6	1169.5	1210.7	1256.4
1178.1	1224.0	1263.1	1175.6	1227.4	1261.3
1181.9	1227.5	1267.4	1185.2	1231.2	1266.4
1191.8	1232.3	1272.7	1195.3	1235.7	1271.2
1198.0	1240.9	1278.0	1201.4	1240.1	1276.2
	1245.6	1287.8		1244.7	1281.5

EL PASO-CARRIZOZO

Eastward					Westward
1307.3	1349.6	1380.6	1304.3	1347.5	1386.0
1320.0	1355.3	1386.9	1310.7	1353.0	1390.3
1324.5	1360.4	1401.3	1318.2	1358.8	1397.5
1330.3	1364.3	1405.4	1323.4	1363.9	1404.7
1337.5	1370.5	1416.6	1328.0	1367.8	1409.0
1343.0	1376.3	1437.8	1341.0	1374.0	1420.1
				1380.1	1434.6

CARRIZOZO-TUCUMCARI

Eastward					Westward
1450.6	1502.8	1562.1	1441.6	1506.2	1565.2
1457.4	1509.0	1572.1	1453.9	1512.6	1575.8
1465.4	1515.0	1575.6	1465.3	1518.4	1579.2
1471.4	1519.7	1578.4	1467.8	1523.0	1582.2
1476.0	1523.3	1584.1	1468.9	1527.1	1587.8
1480.2	1526.7	1593.2	1474.7	1529.8	1596.9
1493.5	1538.2	1598.6	1479.4	1554.1	1602.1
1497.0	1550.8	1604.9			

Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such train is passing the home signal three-fourths mile beyond the slow board:

TUCSON-MESCAL

Eastward			Westward
	994.0	1002.7	1007.7
	996.9	1004.1	1010.9
	1000.5	1006.1	1011.6
			1017.1

MESCAL-DOUGLAS

Eastward			Westward
			1058.4

LORDSBURG-EL PASO

Eastward			Westward
1205.9			1289.8

EL PASO-CARRIZOZO

Eastward			Westward
1299.4			1301.4
1300.8			1431.0

CARRIZOZO-TUCUMCARI

Eastward			Westward
1535.6			1476.9
			1484.5

RULE 14 (d). As specified below, — — — — o sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99:

Mescal, Trains on Mescal Subdivision.
Anapra, Trains on Hachita Subdivision.

RULE 14 (e). As specified below, — — — — — — sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99:

Mescal, Trains on Mescal Subdivision.
Anapra, Trains on Hachita Subdivision.

RULE 14 (l). Whistle Signal 14 (l) will not be sounded approaching grade street crossings within the city limits of El Paso, except in cases of emergency, but there must be no failure to ring bell while approaching and passing over such crossings.

RULE 17. Mars signal light on engines shall be used when engine is moving at night, and in foggy and stormy weather. It must be dimmed or extinguished approaching passenger stations and at other points as prescribed by rules.

RULE 21 (C). Engines on incoming trains may display train indicators until arrival on enginehouse track at Douglas, Carrizozo, Tucumcari and Dawson, and at El Paso (except those arriving Union Passenger Depot).

RULE 27. Light will not be displayed in switch lamps on Clifton Branch at night.

RULES 30 and 31. Curtiss: Whistle signal must be sounded and bell kept ringing approaching and over crossing near Apache Powder Co. office.

RULE D-71. Trains may move between Anapra and El Paso (Cotton Ave.) with current of traffic irrespective of time-table superiority, but must avoid delaying passenger trains.

Trains and engines moving via Icehouse Crossover to Tower 6 on T&NO track must run with caution, expecting to find track occupied.

Light signal 13206 on Track No. 2 west of Icehouse Crossover will display caution indication when switch to crossover from Track No. 2 to T&NO track is lined and Signal 8314 at east end of crossover displays stop indication.

Main tracks between Tower 47 and Tower 6 will be used jointly by Deming and Alamogordo Subdivision trains and T&NO trains, and movement between these points must be made with caution, expecting to find main track occupied.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 82 (A). Crews ordered for regular trains and sections of schedules at El Paso (Union Passenger Depot) may assume those schedules without clearance and proceed to Anapra, or to El Paso (Cotton Ave.) where they must receive train orders and check of trains when necessary, and clearance which must bear dispatcher's O. K.

Eastward regular trains and sections of schedules from Hachita Subdivision may assume similar schedules or sections of schedules on Deming Subdivision at Anapra without clearance, provided train is properly cleared by train-order signal.

Eastward extra trains from Hachita Subdivision may leave Anapra without clearance, provided train is properly cleared by train-order signal.

RULE 83. If a positive observation check is made by eastward trains between El Paso (Union Passenger Depot) and Tower 47, check will apply at end of double track.

RULE 83 (A). At the following stations only the trains indicated will register:

Fairbank—Trains originating and terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Mescal, All trains;

Bisbee Jct., All trains;

East Lordsburg, Westward trains, and eastward first-class trains;

Anapra, All trains;

El Paso (Cotton Ave.), Trains originating or terminating at El Paso (Union Passenger Depot).

Trains leaving El Paso (Union Passenger Depot) show time of departure on ticket left at Anapra or El Paso (Cotton Ave).

Trains arriving Dawson deliver register ticket with waybills to engine foreman, when on duty, for delivery to operator.

RULE 91. Westward trains between Cabeza and Campana must keep not less than fifteen minutes apart.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
981.96	Tucson (Track No. 2—Tucson Div.)	989.00
	" (Track No. 1)	988.09
	" (Nogales Br.)	987.42
1022.89	Mescal (Track No. 2—Tucson Div.)	1024.13
1021.24	" (Track No. 1—Rio Grande Div.)	1023.13
1046.32	Fairbank	1048.89
	" (Tombstone Br.)	1049.42
1050.33	" (Benson-Fairbank Br.)	
	" (Patagonia Br.)	1052.32
1058.30	Lewis Springs	1059.88
	" " (Ft. Huachuca Br.)	
1084.27	Bisbee Junction	1085.78
	" " (Bisbee-Lowell Cutoff)	1091.07
	" " (Bisbee Br.)	1093.14
1106.02	Douglas	1109.06
1204.46	Hachita	1207.96
1068.00	Garden Canon	1071.55
1071.55	Ft Huachuca	1073.01
1147.19	Lordsburg	1151.38
	" (Lawrence Br.)	1148.38
	" (Clifton Br.)	1148.52
1206.88	Deming	1209.71
1319.87	El Paso (Track No. 2)	
1291.54	" " (Track No. 1)	
	" " (Alamogordo Line)	1300.54
1381.47	Alamogordo	1385.06
	" (Inc. Wye on Cloudcroft Br.)	
1438.53	Carrizozo	1441.90
1408.13	Cloudcroft	1409.30
1414.47	Russia	1415.31
1523.65	Vaughn	1526.55
1567.79	Santa Rosa	1569.69
1624.95	Tucumcari	1629.19
	" (Dawson Br.)	1629.29
1695.08	Roy	1696.86
1740.34	French	1742.37
1757.15	Dawson	1759.57
1081.48	Sonoita	1082.63
1094.49	Patagonia	1095.71
1031.60	Benson (Tucson Div.)	1034.01
	" (Benson-Fairbank Br.)	1034.00
1039.29	Curtiss	1040.28
1183.67	Duncan	1184.81
1215.32	Clifton	1216.89

Deming. Cars for Government Airport will be placed on Airport track east of derail 200 feet from initial switch. If instructed to move cars to or from the Airport, engine handling must have all cars in advance of engine as it moves into spur, and must not exceed 15 MPH on tangent, and 10 MPH on curves on this spur,

RULE 95. Sections of schedules may be arranged from El Paso (Union Passenger Depot) or Tower 6 by telegram from chief train dispatcher, to Anapra, or to El Paso (Cotton Ave.), where train-order authority will be placed.

Form F train orders reading to Anapra from Hachita Subdivision will apply to El Paso (Union Passenger Depot), or El Paso (Cotton Ave.) on Deming Subdivision.

RULE D-97 (A). Applies between Anapra and Tower 47.

RULE 98. Railroad crossings at grade not interlocked:

El Paso:	T&P main track crossing of River track at Dallas St.;
	T&NO wye track crossing of River track at Cotton Ave.;
	T&P yard track crossing of River track near foundry. Movement over this crossing may be made only after flagman has preceded movement.
Lowell:	Phelps Dodge narrow gauge track crossings as follows:
	Fixed crossing on loading tracks 1 and 2 at tipple at Junction Shaft;
	Movable crossing on track leading to Denn Mine, 20 feet west of Naco Highway crossing;
	Movable crossing on Campbell shaft loading track, 240 feet west of Naco Highway crossing;
	Movable crossing on Campbell Shaft lumber spur, 190 feet west of No. 1 loading track switch;
	The movable type crossings are narrow gauge turn-back rails, normally clear of SP track and locked when not in use. See that turn-back rails are in normal position clear of SP track, and crossing clear of obstructions before operating over crossing location. Stop signs are located each side of locations designated.

RULE 103 (A). Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:

Curtiss:	Crossing track leading to Apache Powder plant;
Bisbee:	Crossing in vicinity of switchback near Phelps Dodge machine shop;
Calumet:	Crossings at Phelps Dodge smelter on tracks 1 and 2; on track 5 near office; on lead to acid loading plant; and on lead to calcine track;
Douglas:	Crossing of main track and Nacozari lead at 16th St., when bell is not operating;
	All crossings on Queen track;
	Park and 14th St., crossings on Nacozari lead;
El Paso:	Crossings of River track at Dallas St., Magoffin Ave., Texas St., East San Antonio St., Myrtle Ave., and Bassett Ave.;
	All crossings on EP&NE lead in east yard, when making westward movement;
	Crossing Cotton Ave., in making movement to or from T&P via wye connection;
	Crossing Dallas St., in making movement to or from Tower 47;
	Street crossings between North Campbell St., and Main St., on all tracks, when traffic light is not operating;
	If trains or engines are stopped and block street crossings in El Paso, promptly communicate with yardmaster;
	Flashing light type crossing warning signal on Track No. 2 at Globe Mills is not connected with the two tracks at Globe Mills, and flagman must precede any movement over crossing on either of these two tracks.

RULE 104. The normal position of rigid switches at junction points, end of double track, and certain other locations, is as follows:

T&NRR Jct.:	T&NRR yard track, for Track No. 1;
Benson Jct.:	Benson-Fairbank Br., for helper lead;
Fairbank:	Patagonia Br., for Mescal line;
Fairbank:	Tombstone Br., for Mescal line;
Lewis Springs:	Ft. Huachuca Br., for Mescal line;
Bisbee Jct.:	Bisbee Br., for Mescal line;
Bisbee Jct.:	Bisbee Br., east end of west leg of wye must be left lined for west leg of wye; east leg of wye is main track;
Douglas:	Nacozari RR, for SP yard track;
Anapra:	East end of west crossover, and west end of east crossover, for Deming line; these switches will be handled by operator;
Tombstone:	Switch on stem of wye leading to Bunker Hill Mining Co., for east leg of wye;
Corta:	Bisbee Br., for Bisbee-Lowell Cutoff;
Lowell:	Bisbee-Lowell Cutoff, for Bisbee Br.;
Don Luis:	Bisbee Br., east and west wye switches, for yard tracks;
Lordsburg:	Lawrence Br., for Deming line;
Lordsburg:	Ladder track at east end, must be left lined for tail track;
Alamogordo Jct.:	Cloudcroft Br., for Carrizozo line;
Toboggan:	When cars are left on either end of switchback, switches at east and west end of switchback must be lined and locked for westward movement;
Tucumcari:	Dawson Br., for stock track.

DERAILS IN MAIN TRACK

Benson Jct.:	On Benson-Fairbank Br., 284 feet west of junction switch;
Fairbank:	On Patagonia Br., 260 feet east of junction switch;
Fairbank:	On Tombstone Br., 300 feet east of junction switch;
Lewis Springs:	On Ft. Huachuca Br., 237 feet east of junction switch;
Bisbee:	225 feet west of station biulding;
Lordsburg:	On Lawrence Br., 295 feet east of junction switch;
Alamogordo:	On Cloudcroft Br., on east leg of wye, 427 feet east of junction switch;
Alamogordo:	On Cloudcroft Br., on west leg of wye, 192 feet east of main track switch;
Cloudcroft:	150 feet west of west wye switch;
Russia:	837 feet west of west switch;
Dawson:	550 feet west of west switch.

RULE 105. Following tracks are designated for use as sidings.

Lewis Springs: Siding located east of station building on north side of main track.

Hereford: Siding located opposite station building on north side of main track, extending eastward from turnout east of stock pen.

Naco: Siding located east of station building on north side of main track.

Hachita: Siding is on south side of main track. East switch located 200 feet east of coal chute, west switch 200 feet west of west wye switch.

Strauss: Siding is first track south of main track.

Vaughn: First track north of main track is westward siding for westward trains. Second track north of main track is eastward siding for eastward trains.

Santa Rosa: First track north of main track is westward siding for westward trains. Second track north of main track is eastward siding for eastward trains and connects with westward siding at both ends. West switch of eastward siding must be left lined for westward siding, and east switch of eastward siding must be left lined for eastward siding.

RULE 204. Trains of Deming and Hachita Subdivisions with the same conductor and engineer, operating through Anapra, may be issued train-orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE 221. First sentence of third paragraph is amended as follows: "When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal."

Westward trains need not obtain clearance at East Lordsburg.

Eastward trains must obtain clearance before leaving East Lordsburg.

Trains must obtain clearance before leaving Deming.

No. 975 must obtain clearance before leaving French.

Light will not be displayed in train-order signal at following stations, except when train-order operator is on duty:

Curtiss—Duncan—Mosquero—Roy.

RULE D-251. Will apply as follows:

On Track No. 2 Anapra to El Paso (Cotton Ave.).

On Track No. 1 El Paso (Cotton Ave.) to Anapra.

RULE 297. Following paragraph is added:

A train, if delayed in the block, must proceed with caution to the next signal.

METHOD OF TRAIN DISPATCHING BETWEEN TUCSON AND MESCAL

Dispatching on Mescal subdivision in its entirety will be handled by Rio Grande Division.

Track No. 1 Mescal subdvision and Track No. 2 Bowie subdivision will be operated under double track rules, Track No. 1 westward track and Track No. 2 eastward track.

Limits of double track operation between Tucson and Mescal will be as follows:

Eastward—via Track No. 2 to switch of west end crossover between Tracks No. 2 and No. 1 at Mescal.

Westward—via west end crossover between Tracks No. 2 and No. 1 at Mescal and Track No. 1 from west switch of crossover to Tucson.

RULE D-97 (A) will apply on Tracks No. 1 and No. 2 between Tucson and Mescal, except that extra trains must obtain clearance, or proper train-order signal, or permission from train dispatcher before using either track.

Trains from Bowie Subdivision moving to Mescal Subdivision, and trains on Mescal Subdivision moving through Mescal, with the same conductor and engineer operating through Mescal, may be issued train-orders on one subdivision that affect their movements on either, or both subdivisions. Any such train-orders issued by one division to a train on the other division must be transmitted to the other division addressed to Dispatcher before complete is given to the order addressed to the train; and such orders must be shown on clearance issued by the division on which train originates.

RULE 82 (A). Regular trains and sections of schedules authorized on Bowie or Mescal Subdivisions are authorized to assume corresponding schedules or sections of schedules on Bowie or Mescal Subdivisions at Mescal without clearance.

Westward trains may leave Mescal without clearance provided train is properly cleared by train-order signal.

RULE 83 (B). When a regular train is checked on Bowie or Mescal Subdivision, it will not be necessary to check the register at Mescal against the same train.

RULE 505. AUTOMATIC BLOCK SYSTEM.

Signals displaying indication in both upper and lower quadrants are in service. Upper quadrant signal arm extending upward parallel to signal mast indicates "proceed."

Following tracks are not protected by automatic block signals:

T&NO tracks 1 and 2 between El Paso St., El Paso, and west limit of Tower 47.

Pacific Lines track 3 between Tower 6 and Campbell St., El Paso.

Tracks within limits of El Paso Union Passenger Depot Company's yard.

Westward trains on Track No. 1 between Mescal and Tucson finding a signal indicating "stop" will apply Rule 509 (i). Eastward trains on Track No. 1 will have no block signal protection between Tucson and Signal 10078; and eastward trains on Track No. 1 between Signal 10078 and Mescal finding a signal indicating "stop" will apply Rule 509 (g), 509 (h), or 509 (J).

Trains moving with the current of traffic on Track No. 1 or Track No. 2 between tower 6 and Anapra finding an automatic signal indicating "stop" will apply Rule 509 (i). Trains moving against the current of traffic on either of these tracks finding an automatic signal indicating "stop" will apply Rule 509 (g), 509 (h), or 509 (J).

Signals 12162, 12163 and 12164 on P. D. track, Clifton, govern movements on P. D. track only.

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
	Spring switch, east end siding, Separ	P-11683
	Spring switch, east end siding, Deming	P-12093
	Spring switch, east end siding, Afton	P-12599
P-13174	Spring Switch, west end west crossover, Anapra	P-13177 P-13175
	Spring Switch, east end east crossover, Anapra	P-13189
P-14786	High water detector, Arch at MP 1479.90	P-14805
P-14900	Spring switch, west end siding, Corona	
	Spring switch, east end siding, Corona	P-14911
P-15578	Spring switch, west end siding, Arabella	
	Spring switch, east end siding, Arabella	P-15589
P-15682	Spring switch, west end westward siding, Santa Rosa	
	Spring switch, east end westward siding, Santa Rosa	P-15693
P-16260	Spring switch, west end yard track, Tucumcari	

RULE 516. Overlap posts:

Deming: Opposite block signal 12075, westward trains.

Bowen: 292 feet west of block signal 13194, eastward trains. 18 feet west of block signal 13188, westward trains.

RULE 535. SPRING SWITCHES.

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through these switches:

Location		Normal Position	Maximum Speed Psgr.	Frt.
Separ,	East end siding	Main track	15	15
Deming,	East end siding	Main track	15	15
Afton,	East end siding	Main track	25	20
Anapra,	West end west crossover	Track. No. 2	25	25
Corona,	West end siding	Main track	20	20
Corona,	East end siding	Main track	20	20
Arabella,	West end siding	Main track	15	15
Arabella,	East end siding	Main track	15	15
Santa Rosa,	West end westward siding,	Main track	15	15
Santa Rosa,	East end westward siding,	Main track	15	15
Tucumcari,	West end yard track	Main track	25	20

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded when passing over the switches in facing movement, or in trailing through them:

Location		Normal Position	Maximum Speed Psgr.	Frt.
Anapra,	East end east crossover	Track No. 2	25	25
El Paso,	East end ice house track, (Globe Mills) T&NO	Track No. 2	—	15

SPRING SWITCHES OTHER THAN MAIN TRACK

Station	Location	Track
El Paso	Shop Yard	West switch Outbound engine track on Inbound Oil track. West switch Outbound Coal track on Inbound Oil track. East end Crossover Outbound and Inbound Coal tracks. West end Crossover Outbound and Inbound Coal tracks.
Tucumcari	East Yard	West switch of East Yard West lead on Track No. 9.

RULE 605. INTERLOCKING.

Mescal. Interlocking signals of Rio Grande Division will display indication in upper quadrant. Signal arm extendng upward parallel to signal mast indicates "proceed."

Limits are between home signals at east switch of east crossover and west switch of west crossover on Rio Grande Division, and home signals at east and west ends of north and south sidings on Tucson Division. Switches are under control of signal operator, except switch leading from north siding to water and outfit spurs, and from south siding to both legs of wye and to west end of coal track.

Switch and derail east end coal track are hand-thrown but must not be used until permission is secured from signal operator.

Where hand signals, as prescribed by Rule 628, cannot be seen, trains stopped will call the signal operator and secure permission to proceed; also to throw switches by hand in the event the remote control appliance is inoperative.

Whistle signals:

Eastward trains to Tucson Division, o o ——— o o

Eastward trains to Rio Grande Division, ——— o o o o

Eastward trains to south siding, o ——— o

Eastward trains south siding to Tucson Division, o o ——— o

Eastward trains south siding to Rio Grande Division, o ——— o o

Westward trains, north siding to Track No. 1, ——— ——— o o

Westward trains, Tucson Division to Track No. 1, o ——— ———

Westward trains, Tucson Division to north siding, o o ——— ———

Westward trains, Rio Grande Division to Track No. 1, ——— o ———

Westward trains from Rio Grande Division through east crossover and Tucson Division to Track No. 1, o ——— ——— o

Tower 6. Switch at west end Icehouse Crossover is a remote control switch operated from Tower 6. Signal 13206 governs movement to Icehouse Crossover. Trains stopped will call signal operator by telephone if remote control appliance is inoperative and secure permission to throw switch by hand. Instructions for operating switch by hand, when so authorized by signal operator, are located in telephone booth.

The upper arm on interlocking home signal at west end Union Passenger Depot yard governs movement into Depot tracks, and lower arm governs movement on Track No. 2 to T&NO or Pacific Lines yard.

Switches just east of El Paso (Union Passenger Depot) yard for movement into and out of Union Passenger Depot tracks, and crossover movement from Tracks No. 1 and No. 2, are operated from Tower 6. Interlocking rules govern. When signals are not cleared, or the switch is not set for the route required, communicate with signal operator at Tower 6 by telephone located in box on westward signal mast at El Paso St., on signal mast near east lead Union Passenger Depot, or on iron fence Union Passenger Depot. Instructions for operating switches by hand, when authorized by signal operator, are located in telephone boxes.

When necessary for a yard engine to use a route that has been lined for a following passenger train the signal operator must immediately be advised by telephone, in order that he may restore the route and clear signals for the passenger train.

The foreman in charge of switching passenger equipment at east end of Union Passenger Depot yard will advise signal operator at Tower 6 by telephone when ready to start switching over Union Passenger Depot connection, and signal operator will set this switch and clear signal, leaving same in that position until foreman advises switching has been completed.

Conductors of eastward passenger trains advise signal operator by telephone, located in box on Union Passenger Depot fence, when train is ready to leave.

The top light on interlocking home signal at El Paso St., governs movement through crossover into Union Passenger Depot yard, and lower light governs movement on Track No. 1.

The crossover used by eastward movements from the westward track (T&NO Track No. 1) to the eastward track (T&NO Track No. 2) is equipped with a hand-operated switch machine located opposite east switch of crossover. The two crossover switches are pipe-connected and the one lever operates both switches simultaneously. This switch machine is electrically locked from Tower 6, and trainmen or yardmen desiring to use the crossover must communicate with signal operator at Tower 6 by telephone located in box on signal mast just east of El Paso St. When the switch has been unlocked by the signal operator, and the indicator located at the ground stand indicates "clear," the crossover switches may be operated by hand. After the crossover has been used, the switches must be restored to normal position, and the signal operator at Tower 6 must be so advised by telephone.

The approach signal arm on interlocking signal on Track No. 3 east of Tower 6 indicates position of home signal arm on Signal 8299 just west of Tower 6 on Track No. 1.

Whistle signals:

Main track movements in either direction with current of traffic ———

Main track movements between Pacific Lines Track No. 2 and T&NO double track in either direction o ——— o

Other main track movements in either direction against current of traffic o ——— ———

T&NO Union Depot connection, from either direction ——— o o ———

Pacific Lines Union Depot Connection, from either direction ——— o ———

TOWER 47. Whistle signals:

Main track movements in either direction with current of traffic, ———

Main track movements in either direction against current of traffic, o ——— ———

North lead, eastward, ——— o ——— o
North lead, westward, ——— o ———
South lead, eastward, o ——— ——— o
South lead, westward, o o ——— ———
To T. & P. main track, o o ——— o
Westward to west yard, o ——— o o
To east yard, ——— ——— o o
Eastward to west yard, o ——— o

From T&NO yard to Alamogordo Subdivision, ——— o o ———

From west yard to Alamogordo Subdivision, ——— ——— ——— o

From Alamogordo Subdivision to T&NO yard, ———

From Alamogordo Subdivision to west yard, o o ——— ——— o

From any point to S. P. Shop lead eastward, o o ——— ——— o o

From any point to S. P. Shop lead westward, o o ——— o o

S. P. roundhouse lead eastward, o ——— ——— o o
S. P. roundhouse lead westward, o o ——— ——— o

Three indication light signal on west side of deck of Austin St. viaduct. Green aspect repeats indication of next home signal for movement on T&NO main track; yellow aspect indicates that crossover is lined for movement to Alamogordo line, but requires movement with caution to next home signal just east of viaduct.

West switch of crossover from T&NO south lead to eastward main track just east of Austin St. viaduct is equipped with electric lock which must be released by signal operator before switch can be hand thrown. Employe must first call signal operator at Tower 47 from phone at old Austin St. yard office. Instructions for operation of electrically locked switch are posted on phone booth. Switch must be restored and lock-box door closed and locked immediately after movement is completed.

West switch of crossover from T&NO north yard track 2 to Alamogordo line main track is equipped with electric lock and switch indicator which must be released by signal operator before switch can be hand thrown. Employe must first call signal operator at Tower 47 from phone on adjacent building. When lock is released and switch indicator indicates block is not occupied both crossover switches must be lined before movement is started; and switches must be restored and locked immediately after movement is completed.

RULE 824. Instructions for setting hand brakes at:

El Paso, (Octavia St.), T&NO freight yard: Engine must not be cut off freight trains when train or part of train is left west of Octavia St. until five or more hand brakes have been set on east end of train, or that part left west of Octavia St. Hand brakes on freight trains must be set with brake club after train has stopped. Any employe releasing any of these brakes, must set as many others to replace them.

On Cloudcroft Branch, cars must not be cut off while in motion or before hand brakes have been set with brake club.

RULE 825. Fifth paragraph: Applies to wooden outfit cars the same as to other cars, except that diner should not be separated from kitchen car.

RULE 831. The term "wooden frame outfit cars" includes wooden superstructure outfit cars with steel underframe.

RULE 836. If it can be avoided engines must not push trains between Bisbee Junction and Don Luis.

RULE 837. Fifth paragraph is revised to read as follows: "Cars standing on grade must not be coupled onto, in descending direction without knowing sufficient hand brakes are set to prevent uncontrolled movement of any such cars should coupling fail or cars not be securely coupled together."

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut in any portion of train until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

RULE 873. Blow-off cocks must not be opened while passing over steel or wooden structures, nor between switches at Fairbank.

RULE 827. TRAIN INSPECTION.

Engines running light on descending grades must stop for inspection at freight train inspection points. Freight trains must be inspected at each water stop. When conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping, provided the distance is not over 60 miles, except freight trains may operate between Ancho and Vaughn, and between Strauss and Deming. Inspection must be made at any intermediate stop.

Freight trains on descending grade must stop at least five minutes for inspection at Vail and Campstone.

Stops to permit wheel heat radiation and train inspection will be made at:

Medio High Rolls Campana La Luz

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

Constant observation must be made by trainmen to detect anything dragging on train or possibility of derailment, so train may be brought to stop as quickly as possible. Close observation of train and track behind train must be made while train is moving.

When practicable, trainmen must ride rear platform or in rear car on all trains, in position where he can observe fire that might be set from moving train, when passing through wooden-lined tunnels and over long, open-deck wooden trestles.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and timetable instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

AIR BRAKE RULES

RULE 3. Westward trains between Mosquero and Campana, and on the Cloudcroft Branch must use 90 pounds brake pipe pressure.

RULE 17. Retainer line must be coupled up and in use throughout entire train from Russia to Alamogordo.

Retaining valves must be used on all cars on westward trains Cabeza to Campana.

Speed of trains will be reduced at points where trainmen are required to handle retainers.

Conductor and engineer after consulting may use necessary retainers on train of less than 100Ms per operative brake, when such train has loads on head end, or when it is necessary to adjust slack.

Ore trains between Don Luis and Douglas, handled by engines equipped with cross compound air compressor, will use fifty percent of retainers Don Luis to Bisbee Junction. Trains, handled by engines not equipped with cross compound air compressor, will use all retainers Don Luis to Bisbee Junction and fifty percent of retainers Bisbee Junction to Forrest.

Sufficient retainers will be used on westward trains between Planeport and El Paso to adjust slack.

FREIGHT TRAINS

RULE 25 Rear end test shall be made by freight and mixed trains immediately before leaving:

Sonoita.
Tombstone——westward.
Ft. Huachuca—westward.
South Siding.
High Rolls—westward.
Cloudcroft—westward.
Russia—westward.
Medio—westward.
Cabeza—westward.
Mosquero—westward.

RULE 33. Westward trains from Cabeza to Campana must not handle more than 60 freight cars in one train.

The tonnage of freight or mixed trains between Russia and La Luz must not exceed 80Ms per operative brake, and between Cabeza and Campana 160Ms per operative brake.

Cloudcroft Branch: Air brakes must be used on all cars in all operations.

Bisbee Branch, Bisbee-Lowell Cutoff, Fort Huachcua Branch, Tombstone Branch and all tracks at Curtiss Powder Plant: Air brakes must be used on all cars in all operations.

Naco: Air brakes must be used when switching pumping plant track.

Forrest: Air brakes must be used on all cars in switching Paul's Spur.

Douglas—Phelps Dodge Smelter: Air brakes must be used on all cars placed on unloading trestles at P. D. Smelter. Air brakes must be used and rear end test made as per Air Brake Rule 25 on all operations between Douglas Yard and the P. D. Smelter.

Dawson: Air brakes must be used on all cars moved from tipples or intermediate points to train yard and on all cars moved from train yard to storage yards above tipples or intermediate points, also must be used on other tracks where grade conditions and tonnage handled make it necessary for safe operation, and rear end air test made before cars are moved.

PASSENGER TRAINS

RULE 38. At Douglas and Carrizozo when engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear, rear-end air brake test will be made as follows:

On a passenger train, after the brake pipe has been charged to standard pressure, the Engineer will apply the brakes with a 10-pound reduction, then signal the Trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gage hand in cab to fall without making an emergency application, and then closed. When the Engineer notes the hand falling, he will answer with two blasts of the whistle. The Trainmen will immediately signal four blasts of the air signal whistle (using the signal cord on rear car) to release brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than five pounds below standard pressure, slowly returning it to running position, then wait until brake pipe pressure has settled to make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train and in addition, by exchange of hand or lamp signals between flagmen and other members of train crew.

RULE 39. Running test shall be made:
MP 1488.85—Eastward and westward passenger trains.
MP 1672 (east of Cabeza)—Westward trains.

MISCELLANEOUS .

1. In all cases where it is necessary to make a short move to reach water or fuel, including that required to spot second engine of doubleheader, engines of heavy freight trains must be cut off before spotting.

Avoid taking water at following emergency water stations:

Whetstone Cazador Noria Cuervo Afton
Garden Canon Hermanas Akela Separ Roy

If necessary to take water, take only enough to reach next unrestricted water station.

Engines going to Don Luis must take full tank of water at Bisbee Junction.

Eastward trains take water at Guthrie.

Mt. Riley: Eastward trains take only enough water to reach El Paso, westward trains take only enough water to reach Columbus.

Freight trains take only sufficient water at Alamogordo to reach Three Rivers.

Eastward freight trains must not take water at Santa Rosa or Cuervo unless in emergency and should ascertain before passing Pastura if it will be necessary for engines to take water and if so take full tank at Pastura.

At Deming, except in emergency, oil-burning engines will not take water from column at coal chute. Trainmen will not fill water cars at this column.

Promptly report to chief train dispatcher any leak observed in water service pipeline between Carrizozo and Pastura.

Ash pans must be kept closed on coal burning engines while running. Dump cinders only at water columns or coaling stations, except in emergency. Enginemen must thoroughly wet same and know that fire is extinguished, except where cindermen are on duty. If dumped where ties are exposed, must be shoveled from track, and must not be dumped close to coal chutes constructed of wood. Cinders must not be dumped on switches or frogs.

4. Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

One helper may be placed on head end, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engine coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

When more than one engine is used on a train over Bridge 1205.01, over Gila River, at Guthrie, on Clifton Branch, engines must be spaced at least five car lengths apart.

When more than one engine is used on a train over Bridges 1631.50, 1638.93 and 1740.80, Dawson Branch, engines must be spaced at least five car lengths apart or run singly over these bridges.

4 (a). For the purpose of pushing trains out of yards:

No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

6. When necessary to turn at Toboggan, enter west leg of wye.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet, not including engines and caboose.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station.

9. When openings have been made at street or highway crossings by trains on main track or siding, traffic must be protected against trains on other tracks.

When coupling to cars near a street or highway crossing not protected, a member of crew must protect the crossing.

In performing work at stations, engines or cars must not stand on crossings.

Naco—Opening of five car lengths must be left each side of crossing east of passenger station.

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on pasenger train.

Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service.

Baggage, express, mail, refrigerators or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

No car containing passengers is to be handled next to engine of a steam passenger train, except a steel combination car or partitioned car may be handled with baggage or unoccupied end next to engine. Cars containing passengers may be handled next to engine in special trains or sections of regular trains handling all-steel equipment and when the consist of such trains does not include head end cars or deadhead equipment.

Passenger equipment, (except official cars) moved in freight trains, must be placed next to caboose if rear end freight cars in train will permit.

Wooden piledrivers, locomotive cranes with boom disconnected and heavy end forward, steam shovels and ditchers transported on their own wheels, must be trained on rear of trains.

25. Electric lamps may be used for displaying white light only, except herders and switch tenders will use green light when heading trains into and out of yards during night hours.

28. Where bus connection is provided at Bisbee Jct. conductors of passenger trains scheduled to stop will ascertain if bus has arrived or ask for instructions.

29. Within the limits of El Paso Union Passenger Depot Company's yard, employes are subject to the Rules and Regulations of that Company.

TRACK AND CAR RESTRICTIONS

Ft. Huachuca Branch: SP, MT, and MK class engs. must not turn on wye Ft. Huachuca or operate beyond MP 1072.

Cars weighing more than 169,000 lbs. gross must not be handled on Patagonia Branch.

Tombstone Branch: Bunker Hill tracks, Tombstone, must not be used beyond points indicated by signs: "Limit of Train Operation—End of Maintenance."

Bisbee Branch: Campbell Shaft Track and Denn Spur Track at Lowell must not be used beyond points indicated by signs: "Limit of Southern Pacific switching operations."

Shop Spur in Junction Mine yard at Lowell, engines must not pass sign reading: "Engines Must Not Pass This Point."

Bisbee Jct.: Engines must not be moved over coal hopper.

Rodeo: Engines must not be moved over coal hopper.

Hachita: Engines must not be moved over coal hopper.

Separ: Engines must not go beyond point 10 cars from end of spur.

Deming: Engines must not use crossover between warehouse tracks 1 and 2 at Government Airport.

SPECIAL INSTRUCTIONS

Lowell: Engines must not operate over trestle 1091.38 on approach to ore bin, Shattuck Denn mine.

Clifton Branch: Tunnels between MP 1212.1 and MP 1214.5 are numbered 1 to 6, commencing at Clifton. Approach Tunnel 6 with caution.

Strauss: Engines must not use curved portion of either leg of wye tracks, except engines may use that part of west leg of wye to pick up or spot cars at unloading box west of pumphouse.

El Paso: East leg of Pacific Lines wye connecting Alamogordo subdivision main track with roundhouse lead at El Paso cannot be used by engines with rigid wheel base exceeding 15 feet 8 inches and equipped with tenders having water capacity of 7000 gals. or more.

Cloudcroft Branch: All cars handled between Alamogordo Jct. and Russia must be equipped with independent retainer line; have 1½ inches of lateral in end sills on each side of coupler shank; equipped with inside connected brakes, and hand brakes in working condition. Air and hand brakes must work together. Cars more than 42 feet in length outside measurement or 14 feet 6 inches in height from top of rail, or equipped with trucks having more than four wheels, cannot be handled between La Luz and Russia. A. A. R. ruling must be observed covering height of loads in open top cars.

Carrizozo: Engines must not move over coal hopper.

Vaughn: Engines must not go beyond clearance point on new coal spur and new outfit spur.

Hawks: Engines must not use New Mexico Construction Company's industry track beyond sign reading: "Engines do not pass this point;" or on siding beyond sign reading: "Railroad employes must not move engines through this switch."

Look out for fallen rocks on curve between MP 1053 and MP 1053.8, west of Charleston.

Look out for drifted sand between Columbus and Rio Grande Tunnel, MP 1319.5.

Look out for caving banks in cut east of Rio Grande Tunnel, MP 1319.6 to MP 1319.9.

Look out for drifted sand between Deming and Anapra, Planeport and Alvarado, Turquoise and Paxton, and switches at Temporal and Robsart; and for fallen rocks and trees during or after rains or thaws between Arabella and Pintado, and Santa Rosa and Hawks.

Look out for fallen rocks and trees between La Luz and Russia.

Dawson Branch: Look out for drifted sand between Tucumcari and Canadian and between Abbott and Colfax, and fallen rocks and trees between Canadian and Cabeza.

At Cabeza and Taylor when using Mikado-type engine to place coal on coal chute trestles, sufficient cars must be handled to prevent engine ocupying trestle.

Engines heavier than those shown must not use following tracks.

Tombstone: Schuster Siding, TW.

Calumet: Trestle to ore bins at smelter, C-19.

Douglas: Government spur, Brewery and Gypsum Plant tracks, C-9.

Alamogordo: Breece Lbr. Co. log unloading dock, spur to ice plant, lead to S. W. Milling Co., coach track, caboose track, enginehouse lead west of enginehouse, and repair tracks 1, 2, 3 and 4, C-9. Wood spur (track No. 119) connected into Tie Treating Plant lead (track No. 111) with switch on north side of log pond, C-17.

Engines must not use coal chute hopper on coal track at Pintado, nor pass beyond sign reading "Engines must not pass this point."

Tucumcari: Dawson yard, repair and coal storage tracks, water and Reclamation spurs, C-19. All classes of power may use wye.

Dawson: Spur to P. D. Merc. Co., and new main track beyond Tipple derail, C-19.

***List of CCB (cross counter-balanced engines):**
All P-8 class, except Eng. 2470;
F-1 class: 3611, 3612, 3615, 3616, 3619, 3620, 3625, 3634, 3636, 3638, 3643, 3647, 3652;
F-3 class: 3653, 3654, 3655, 3656, 3657, 3658, 3660, 3661, 3662, 3663, 3664, 3665, 3666;
F-4 class: 3668, 3670, 3671, 3672, 3674, 3676, 3677, 3678,, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3692, 3695, 3696, 3697, 3701, 3702, 3704, 3705, 3706, 3707, 3709, 3711, 3715, 3716, 3717;
F-5 class: 3718, 3720, 3721, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3763, 3764, 3765, 3766, 3767, 3768, 3769;
AC-6 class: 4126, 4127, 4128, 4130, 4131, 4132, 4133, 4135, 4136, 4137, 4138, 4140, 4142, 4143, 4144, 4146, 4149, 4150;
SP-1 class: 5001, 5002, 5003, 5006, 5008, 5009, 5011, 5012, 5013, 5014, 5015;
SP-2 class: 5016, 5017, 5018, 5019, 5020, 5021, 5022, 5023, 5024, 5025, 5026, 5027, 5028, 5029, 5031, 5032, 5033, 5034, 5035, 5038;
SP-3 class: 5039, 5040, 5041, 5042, 5043, 5044, 5045, 5047, 5048.

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN—ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENG. BACKING with TRAIN or LIGHT	
		PASSENGER														
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP (if CCB*) Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB*)	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	Mk E A P C TW F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
2	Through Interlocking Limits with caution															
	Tucson-MP 990.3	50	50	50	50	50	45	40	35	35	40	35	35	30	30	25
2	MP 990.3-Mescal	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
2	Through Crossovers at east and west ends Mescal Interlocking Plant when moving between Tucson Division and Rio Grande Division main tracks	25	25	25	25	25	25	25	25	25	25	25	25	25	15	15
2, 3	Mescal-Perilla, except:	50	50	50	50	50	45	40	35	35	40	35	35	30	30	25
2	Seven degree curve MP 1053.6	35	35	35	35	35	35	35	35	35	25	25	25	25	15	15
2, 3	Douglas, over 16th St. Crossing	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
3	Perilla-MP 1142, except:	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
3	Curves not otherwise restricted	50	50	50	50	50	45	40	35	35	40	35	35	30	15	15
3	MP 1142-MP 1156	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
3	MP 1156-Mastodon, except:	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
3	Curves not otherwise restricted	50	50	50	50	50	45	40	35	35	40	35	35	30	15	15
3	Columbus, over road crossing just west of station	30	30	30	30	30	30	30	30	20	20	20	20	20	10	10
3	Mastodon-Anapra	50	50	50	50	50	45	40	35	35	40	35	35	30	30	25
4	Lordsburg-Strauss	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
4	Strauss-Anapra	45	45	45	45	45	45	40	35	35	40	35	35	30	30	25
4	Anapra-El Paso, except:	50	50	50	50	50	45	40	35	35	40	35	35	30	30	25
4	Tower 6-El Paso Union Passenger Depot	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
5	El Paso-Ft. Bliss, except:	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
5	Interlocking Limits Tower 47, El Paso	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
5	Ft. Bliss-Dunes	70	65	60	55	50	45	40	35	40	45	40	35	30	30	25
5	Dunes-Alamogordo Jct.	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
5	Alamogordo Jct.-North	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
5	North-Carrizozo	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
5	Alamogordo-La Luz	------	------	------	------	------	------	------	20	20	------	------	------	20	20	20
5	La Luz-Russia	------	------	------	------	------	------	------	12	12				12	12	12
6	Carrizozo-Tucumcari, except:	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
6	Curves not otherwise restricted	50	50	50	50	50	45	40	35	35	40	35	35	30	15	15
6	Pintado Canyon Bridge 1561.65	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
6	Bull Canyon Bridge 1605.89	------	------	------	50	------	------	35	------	35	------	------	------	30	30	25
6	Fairbank-Patagonia	------	20	------	------	------	------	------	------	20	------	------	------	20	15	15
6	Tucumcari-Campana	------	------	------	------	35	35	35	35	30	30	30	30	30	20	20
6	Campana-Cabeza (Eastward)	------	------	------	------	20	20	20	20	20	20	20	20	20	20	20
6	Cabeza-Campana (Westward)	------	------	------	------	15	15	15	15	15	15	15	15	15	15	15
6	Cabeza-Dawson	------	------	------	------	35	35	35	35	30	30	30	30	30	20	20
6	Dawson, over road crossing, east of station	------	------	------	------	4	4	4	4	4	4	4	4	4	4	4
	Dawson Branch, over Bridges 1631.50, 1638.93, 1644.15, 1647.81, 1648.57, and 1740.80, Mk Engines	------	------	------	------	------	------	------	------	15	------	------	15	15	15	15
2	Benson Jct.-Benson	------	20	------	------	------	20	20	20	20	------	------	20	20	15	15
3	Tombstone-Fairbank	------	20	------	------	------	20	20	20	20	------	------	20	20	15	15
3	Fort Huachuca-Lewis Springs	25	25	25	------	------	25	25	25	25			25	25	20	20
3	Bisbee Branch	------	25	25	------	25	25	25	25	20	20	20	20	20	15	15
5	Oil Siding-Lawrence	------	15	15	------	------	15	15	15	15	------	------	15	15	15	15
5	Lordsburg-Franklin	------	30	30	------	------	30	30	30	30			30	30	20	20
5	Franklin-Duncan	------	25	25	------	------	25	25	25	25			25	25	20	20
5	Duncan-MP 1202.5	------	25	25	------	------	25	25	25	25	------	------	25	25	15	15
5	MP 1202.5-Smelter	------	20	20	------	------	20	20	20	20			20	20	15	15
5	Smelter-Clifton	------	15	15	------	------	15	15	15	15	------	------	15	15	15	15
5	Curve on Gila River Bridge 1205.01	------	10	10	------	10	10	10	10	10			10	10	10	10
5	Clifton, Into Street Intersections	------	5	5	------	5	5	5	5	5			5	5	5	5

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTIONS AS SHOWN IN SPEED RESTRICTIONS TABLE

Patagonia Branch: Do not exceed 10 MPH over bridges 1051.96, 1055.29, 1067.41 and 1085.15.

Ft. Huachuca Branch: SP, MT and MK class engines will head eastward and back westward and not exceed speed of 20 MPH.

Maximum speed for SP-1-2-3 not cross counter-balanced, C-15-17-32 and Mk-11 class engines 35 MPH when handling Freight and Mixed Train.

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Maximum speed for Gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling Passenger Trains.

Engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

Engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

SP engines 3930 and 3931 must not exceed maximum speed of 30 MPH in any class of service or when running light.

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted Freight and Mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engine backing where such permitted speed is less than 30 MPH:

Classification	Running Forward With Train:	Light	Running Backward With Train or Light
DES-200	30	30	30
DES-1 to 7 inc.	40	40	40
DES-100 to 107 inc.	40	40	40

Maximum speed of engines under following conditions, running under own steam or hauled in train, must not exceed:

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel from any pair of drivers	30 MPH
When engine truck is removed	20 MPH
When main rod only is removed	30 MPH
When side rod only is removed	30 MPH
When both main and side rods are removed	20 MPH
When hauled in train with all rods on	30 MPH

MAXIMUM SPEED PERMITTED WHEN HANDLING CERTAIN EQUIPMENT

PAGE		MPH
	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forword; steam shovels and ditchers, transported on their own wheels, and car-top ditchers when blocking and tie-down cables are removed:	
All	On tangent main tracks	35
	except S P M W 4044	25
All	On tangent branch tracks	25
All	On all curves ....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
All	On tangent main tracks	20
All	On curves and on branch tracks	15
	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
All	On tangent main tracks	25
All	On curves and on branch tracks	15
All	Trains handling steel pile-drivers may make maximum freight train speed.	
	Trains handling relief outfit with steam derrick:	
All	On tangent main tracks	35
All	On tangent branch tracks	25
All	On all curves ....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	

Through interlockings with caution.

Maximum speed of deadhead equipment or passenger trains with standard caboose is 50 MPH.

Trains consisting of engine and caboose only should be considered freight trains and speed restricted accordingly.

Passenger trains handling steel wheel box cars or foreign line steel wheel box cars equipped for movement in passenger trains, except those equipped with high speed trucks, must not exceed 60 MPH.

Baggage and Express cars in Series 5800-5874 are not equipped with high speed trucks. Trains handling them must not exceed 60 MPH.

Trains handling logs loaded on flat or logging cars must not exceed 25 MPH.

Trains handling loaded ore cars between Bisbee Jct. and Calumet must not exceed 25 MPH.

Trains handling rotary snow plows must not exceed 15 MPH.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

PAGE	LOCATION	MPH
4-5	El Paso, into street intersections	25
4	Deming, over street crossings	15

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

		With Caution, Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts, and slip-switches, except		15
On wye tracks at Fairbanks, Lewis Springs, Bisbee Jct., Douglas, Lordsburg, Deming, Orogrande, Alamogordo Jct., Carrizozo and Tucumcari		10
On wye tracks at stations not listed above		6
On all turnouts listed below:		
Mescal	West turnout west crossover	20
	East turnout east crossover	20
Benson	Wye tracks	10
Curtiss	Magazine Spur	10
Tombstone	All tracks	10
Lewis Springs	East end west leg of wye	10
Ft. Huachuca	Stem of wye	10
Bisbee	All tracks	10
Lowell	All tracks Junction Yard	10
	Sacramento Spur	10
	Denn Lumber Spur	10
Douglas	Nacozari Connection	20
	Machine shop and industry tracks	10
Bowen	East turnout of siding	20
El Paso	West turnout Icehouse Crossover	30
	East turnout Icehouse Crossover	20
	West lead EP&NE Yard	10
	Industry tracks	10
	Repair, store and material tracks, shop yard	10
	Both ends wye track	10
	Slip (puzzle) switches	10
Strauss	East turnouts of Siding	20
Planeport	Water spur	10
Alamogordo	West turnout of siding	20
	Other tracks, except turnouts from main track and excluding west turnout of siding	10
High Rolls	East end siding	10
Mountain Park	Both ends of siding	10
Toboggan	Wye tracks	10
Cloudcroft	Hotel Spur and wye	10
Cox Canon	All tracks	10
Russia	All tracks	10
Carrizozo	Depressed cinder tracks	10
Robsart	East and west turnouts of siding	20
Luna	Pumphouse Spur	10
Corona	East and west wye	10
Pastura	West turnout of siding	20
Tucumcari	West turnout No. 1 track	20
	East lead of west yard	10
	East and west leads east yard	10
	Dawson yard tracks	10
Campana	Wye tracks	10
Cabeza	Track No. 2 and wye	10
Roy	Track No. 2 and industry tracks	10
Mills	Track No. 2 and wye	10
Dawson	All tracks	10
Through any siding, crossover, turnout, or slip-switch with engine backing		10

El Paso: Westward trains and yard engines on Track No. 3, and adjacent track, must not exceed speed of 6 MPH over North Campbell Street.

Trains must approach junction switches of icehouse crossover with caution.

El Paso: Trains and engines will not exceed speed of 15 MPH between North Campbell and West Main Streets, inclusive.

SPECIAL INSTRUCTIONS

LOCATIONS WHERE SLOW BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Slow Board M P	Beginning of Restriction M P	End of Restriction M P	Location of Slow Board M P	Beginning of Restriction M P	End of Restriction M P
DEMING SUBDIVISION					
✧1289.2	1290.0	1292.9	1293.7	1292.9	1290.0
✦1316.9	1317.7	1318.8	✦1319.6	1318.8	1317.7
✦1318.8	1319.6	1319.9	✦1320.7	1319.9	1319.6
✧Trk. No. 1			✧Trk. No. 1		
✦Trk. No. 2			✦Trk. No. 2		
MESCAL SUBDIVISION					
✧1006.7	1007.5	1008.4	✧1009.2	1008.4	1007.5
✧1009.4	1010.2	1010.7	✧1011.5	1010.7	1010.2
✧1011.7	1012.0	1012.3	✧1013.1	1012.3	1012.0
✧1012.6	1013.4	1013.7	✧1014.5	1013.7	1013.4
✧1014.4	1015.2	1017.7	✧1018.5	1017.7	1015.2
✧1020.1	1020.9	1021.2	✧1022.0	1021.2	1020.9
1059.4	1060.2	1060.4	1061.2	1060.4	1060.2
1065.3	1066.1	1066.3	1067.1	1066.3	1066.1
1067.4	1068.2	1069.5	1070.3	1069.5	1068.2
1077.0	1077.8	1078.1	1078.8	1078.1	1077.8
1080.0	1080.8	1081.0	1081.8	1081.0	1080.8
1087.9	1088.7	1089.3	1090.1	1089.3	1088.7
1089.4	1090.2	1091.8	1092.6	1091.8	1090.2
1091.9	1092.7	1093.1	1093.9	1093.1	1092.7
1094.2	1095.0	1095.2	1096.0	1095.2	1095.0
✧Trk. No. 1			✧Trk. No. 1		
HACHITA SUBDIVISION					
1106.2	1107.0	1107.9	1108.7	1107.9	1107.0
1114.2	1115.0	1126.2	1127.0	1126.2	1115.0
1133.7	1134.5	1135.2	1136.0	1135.2	1134.5
1138.9	1139.7	1140.2	1141.0	1140.2	1139.7
1155.2	1156.0	1164.6	1165.4	1164.6	1156.0
1163.9	1164.6	1169.0	1169.8	1169.0	1164.6
1175.7	1176.5	1184.2	1185.0	1184.2	1176.5
1183.4	1184.2	1185.0	1185.8	1185.0	1184.2
1184.2	1185.0	1227.0	1227.8	1227.0	1185.0
1226.2	1227.0	1231.0	1231.8	1231.0	1227.0
1230.2	1231.0	1265.7	1266.4	1265.7	1231.0
1264.9	1265.7	1266.2	1267.0	1266.2	1265.7
1265.4	1266.2	1272.0	1272.8	1272.0	1266.2
1271.2	1272.0	1272.3	1273.1	1272.3	1272.0
1279.2	1280.0	1283.4	1284.2	1283.4	1280.0
1282.6	1283.4	1285.3	1286.1	1285.3	1283.4
1284.5	1285.3	1291.5	1292.3	1291.5	1285.3
1290.7	1291.5	1292.9	1293.7	1292.9	1291.5
1292.1	1292.9	1308.9	1309.7	1308.9	1292.9
1313.5	1314.3	1317.7	1318.5	1317.7	1314.3
✦1316.9	1317.7	1318.8	✦1319.6	1318.8	1317.7
✦1318.8	1319.6	1319.9	✦1320.7	1319.9	1319.6
✦Trk. No. 2			✦Trk. No. 2		
ALAMOGORDO SUBDIVISION					
1297.3	1298.1	1301.0	1301.8	1301.0	1298.1
1350.9	1351.7	1382.0	1382.8	1382.0	1351.7
1381.2	1382.0	1384.2	1385.0	1384.2	1382.0
1419.2	1420.0	1439.9	1440.7	1439.9	1420.0
SANTA ROSA SUBDIVISION					
1462.9	1463.7	1474.0	1474.8	1474.0	1463.7
1482.2	1483.0	1492.0	1492.8	1492.0	1483.0
1498.9	1499.7	1503.0	1503.8	1503.0	1499.7
1518.5	1519.3	1519.9	1520.7	1519.9	1519.3
1528.5	1529.3	1531.6	1532.4	1531.6	1529.3
1546.2	1547.0	1552.9	1553.7	1552.9	1547.0
1554.2	1555.0	1561.6	1562.4	1561.6	1555.0
*1560.8	1561.6	1561.7	1562.5	1561.7	1561.6
1566.4	1567.2	1570.2	1571.0	1570.2	1567.2
1569.4	1570.2	1596.0	1596.8	1596.0	1570.2
1598.9	1599.7	1601.0	1601.8	1601.0	1599.7
1603.0	1603.8	Tucumcari	Tucumcari	Tucumcari	1603.8

*Pintado Canyon Bridge

SPEED TABLE

Speed Per Hour	1 Mile In Minutes Seconds	Speed Per Hour	1 Mile In Minutes Seconds	Speed Per Hour	1 Mile In Minutes Seconds	Speed Per Hour	1 Mile In Minutes Seconds	Speed Per Hour	1 Mile In Minutes Seconds
6	10.00	24	2.30	37	1.37	50	1.12	63	0.57
8	7.30	25	2.24	38	1.34	51	1.10	64	0.56
10	6.00	26	2.18	39	1.33	52	1.09	65	0.55
12	5.00	27	2.13	40	1.30	53	1.08	67	0.54
15	4.00	28	2.08	41	1.27	54	1.06	68	0.53
16	3.45	29	2.04	42	1.25	55	1.05	69	0.52
17	3.31	30	2.00	43	1.23	56	1.04	70	0.51
18	3.20	31	1.56	44	1.21	57	1.03	72	0.50
19	3.09	32	1.52	45	1.20	58	1.02	74	0.49
20	3.00	33	1.49	46	1.18	59	1.01	75	0.48
21	2.51	34	1.45	47	1.16	60	1.00		
22	2.43	35	1.42	48	1.15	61	0.59		
23	2.36	36	1.40	49	1.13	62	0.58		

LOCATION OF OVERHEAD AND SIDE STRUCTURES, NOT STANDARD CLEARANCE

MILE POST	AT OR NEAR	DESCRIPTION	OVERHEAD OR SIDE
		RITA TO EL PASO	
997.8	Rita	Water Column, Main and Siding	Side
1028.6	Whetstone	Water Column, Main and Siding	Side
1048.2	Fairbank	Water Column, Main and Siding	Side
1058.8	Lewis Springs	Water Tank Spout, Main Track	Side
1069.0	Hereford	Water Column, Main and Siding	Side
1085.0	Bisbee Jct.	Water Column, Main and Siding	Side
		Coal Chute—Main Track	Side
1089.0	Crook Tunnel		Over and Side
1096.9	Forrest	Water Column, Main and Siding	Side
1107.0	Douglas	East Water Column, Main and Siding	Side
1121.1	Cazador	Water Tank and Spout—Main Track	Over and Side
1147.1	Apache	Water Tank and Spout—Main Track	Over and Side
1158.7	Rodeo	Water Tank and Spout—Main Track	Over and Side
		Coal Chute—Main Track	Side
1206.3	Hachita	Coal Chute—Main Track	Side
1230.9	Hermanas	Water Tank & Spout—Main Track	Over and Side
1250.3	Columbus	Coal Chute—Main Track	Side
1285.6	Mt. Riley	Water Column, Main Track	Side
1299.0	Noria	Water Column, Main and Siding	Side
1319.5	Rio Grande Tunnel		Over and Side
1321.3	T&NO Smelter Spur	Abutments—Main Track	Side
1295.9	El Paso	Building West Side Stanton St.	Side
		EL PASO—TUCUMCARI	
1382.8	Alamogordo	Coal Chute, Main Track	Side
1412.9	Three Rivers	Water Column, Main and Siding	Side
1482.5	Gallinas	Water Column, Main and Siding	Side
1525.4	Vaughn	West Water Column at Station—Main and Siding	Side
1547.2	Pastura	Water Column, Main and Siding	Side
1563.7	Pintado	Coal Chute—Main Track	Side
1568.3	Santa Rosa	Water Column—Main and Siding	Side
1585.8	Cuervo	Water Column—Main and Siding	Side
1606.7	Montoya	Water Column—Main and Siding	Side
		PATAGONIA BRANCH	
1051.9	Fairbank	Bridge over San Pedro River	Over
1055.3		Bridge over Babacomari Creek	Over
1067.4		Bridge over Babacomari Creek	Over
1073.8	Elgin	Platform	Side
		FT. HUACHUCA BRANCH	
1059.0	Lewis Springs	Bridge over San Pedro River	Over and Side
		CLIFTON BRANCH	
1184.3	Duncan	Water Column—Main and Siding	Side
		Trees through Station Grounds	Over and Side
1205.1	Guthrie	Gila River Bridge	Over and Side
		Water Column—Main Track	Side
1216.3	Clifton	San Francisco River Bridge	Over and Side
		Chase Creek Bridge	Side
1189.2 to 1216.4		Rock Cuts	Side
1212.1 to 1214.5		Tunnels Nos. 1, 2, 3, 4, 5 and 6	Over and Side
		CLOUDCROFT BRANCH	
1414.3	Switch Back	Cribbing	Side
1408.7	Cloudcroft	Water Tank Spout—Main Track	Side
		NOTE—Look out for narrow rock cuts between La Luz and Russia.	
		DAWSON BRANCH	
1639.0	Bridge 1638.93	Bridge over Canadian River	Side
1673.0	Cabeza	Coal Chute—Main Track	Side
1715.6	Abbott	Water Tank Spout—Main Track	Side
1729.8	Taylor	Coal Chute—Main Track	Side
		NOTE—Look out for narrow rock cuts between Tucumcari and Cabeza	

Employes are warned that it is dangerous to stand erect on top of cars, or to ride on sides of cars while passing these points, and that they must protect themselves from injury.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Box-Baggage—40 ft. 6 in.	48,165			
Baggage—60 ft.	95,188	79,990		
Baggage—61 ft.		90,478		
Baggage—66 ft.	129,018	107,727		
Baggage—70 ft.	125,676			
Baggage & Mail—60 ft.	111,204			
Baggage & Mail—66 ft.	135,460	119,220		
Baggage & Mail—69 ft.	128,017			
Baggage & Mail—70 ft.	131,100			
Baggage & Passenger—60 ft.	102,015			
Baggage & Passenger—61 ft.		115,200		
Baggage—Horse—70 ft.	133,275			
Baggage—Horse—80 ft.	150,265			
Postal—40 ft.	83,467			
Postal—60 ft.	118,466			
Postal Storage—60 ft.	108,335			
Postal Storage—61 ft.	121,210			
Express Refr.—P.F.E. Nos. 500 to 799		83,200		
Club (ACI)			165,233	159,233
Official	158,046	158,182		
Official (ACW)			191,108 121,160	191,108 121,160*
Official (ACE)			172,200 142,800	172,200 142,800*
Chair—60 ft.	105,206			
Chair—60 ft. (ACI)			140,150	134,150
Chair—72 ft. (ACI)			163,323	157,323
Chair—72 ft. (ACW)			159,639	159,639
Chair—73 ft. (ACI)			155,133	149,133
Chair—74 ft. (ACI)			179,383	173,383
Chair—74 ft. (ACW)			170,087	170,087
Chair—74 ft. (ACS)			196,908	180,908
Coach—60 ft.	100,304			
Coach—60 ft. (ACI)			134,334	128,334
Coach—70 ft. (ACI)			156,925	150,925
Coach—70 ft. (ACW)			152,450	152,450
Coach—72 ft. (ACI)			161,464	155,464
Coach—72 ft. (ACW)			158,708	158,708
Coach—74 ft. (ACI)			174,840	168,540
Coach—72 ft. (Suburban)	120,243			
All-Day Lunch—60 ft.	102,171			
All-Day Lunch—60 ft. (ACI)			125,250	119,250
Cafe-Lounge—70 ft. (ACI)			171,300 181,400	165,300 175,400*
Light Weight Equipment				
Chair-Baggage (ACS)			127,000	111,000
Chair (ACW)			120,000	120,000
Chair (ACS)			127,000	111,000
Chair—Articulated (ACS)			208,000	176,000
Chair—Articulated (ACW)			198,000	198,000
Diner (ACS)			129,000	113,000
Diner—Triplex (ACS)			349,000	301,000
Diner—Triplex (ACW)			299,000	299,000
Diner—Triplex (Lark) (ACW)			305,000	305,000
Tavern (ACS)			162,000	114,000
Parlor (ACS)			130,000	114,000
Parlor-Observation (ACS)			123,000	107,000
Parlor-Observation (ACW)			115,000	115,000
Diner—73 ft.	158,113			
Diner—77 ft. (ACM)			199,714	183,714
Diner—77 ft. (ACW)			169,369	169,369
Diner—77 ft. (ACI)			183,217	177,217
Diner—79 ft. (ACW)			176,480	176,480
Diner—80 ft. (ACM)			210,340	194,340
Lounge—75 ft. (ACW)			159,476	159,476
Lounge—75 ft. (ACI)			170,786	164,786
Lounge—80 ft. (ACW)			185,333	185,333
Lounge—80 ft. (ACI)			190,870	184,870
Observation-Lounge—77 ft. (ACW)			187,053	187,053
Observation-Smoking—73 ft.		156,080		
Observation-Smoking—75 ft.	156,000			
Observation-Smoking—75 ft. (ACI)			166,100	160,100
Pullman—Sleeper (ACM)			193,985	177,985
Pullman—Sleeper (ACI)			182,350	176,350
Pullman—Tourist (ACM)			191,076	175,076
Pullman—(lightweight) (ACW)			133,600	133,600
Pullman—(lightweight) (ACM)			140,530	124,530
Pullman—Troop Sleeper	75,250			
Pullman—Troop Kitchen	78,920			
USA—Kitchen	80,800			
USA—Ward (ACI)			179,300	173,300
USA—Ward (ACM)			173,400	157,400
USA—Dressing (ACI)			171,700	165,700
USA—Hospital—(Cars 89200-89201) (ACI)			168,100	162,100
USA—Hospital—(Cars89340to89352) (ACI)			156,600	150,600

*Steel Underframe.

CODE:—
NAC—Non-Air Conditioned.
ACI—Air-Conditioned—Ice System.
ACM—Air-Conditioned—Mechanical System.
ACW—Air-Conditioned—Waukesha System.
ACS—Air-Conditioned—Steam Ejector System.
ACE—Air-Conditioned—Evaporated System.

RATING OF ENGINES—RIO GRANDE DIVISION—In M's of 1000 lbs. Back of Tender

NOMINAL CLASS	ENGINE NUMBERS	Tucson to Naco Douglas to Anapra	Naco to Bisbee Jct.	Bisbee Jct. to Douglas Bisbee Jct. to Fairbank Mescal to Tucson	Anapra to Bisbee Jct.	Fairbank to Mescal	Lordsburg to Wilna El Paso to Aden	Wilna to El Paso	Aden to Lordsburg	El Paso to Elda Santa Rosa to Tucumcari Tucumcari to Gallinas	Elda to Santa Rosa	Gallinas to El Paso	Bisbee Jct. to Don Luis Bisbee Jct. to Warren	Don Luis to Bisbee Warren to Bisbee Fairbank to Tombstone	Bisbee to Don Luis Bisbee to Warren Tombstone to Fairbank	Don Luis to Bisbee Jct. Warren to Bisbee Jct.	Lewis Springs to Ft. Huachuca	Ft. Huachuca to Lewis Springs	Fairbank to Sonoita Patagonia to Elgin	Elgin to Fairbank Sonoita to Patagonia	Benson and Benson Jct.	Lordsburg to Lawrence
E-23	1500 and 1502	1200	1550	5000	1300	2550	2550	2750	2350	1350	1600	2400	670	670	5000	5000	670	5000	830	5000	830	230
M-4	1617 to 1713	1650	2100	5000	1750	3350	2750	3650	3100	1800	2150	3200	950	950	5000	5000	950	5000	1150(A)	5000(A)	1150	380
M-6, 8	1721 to 1803, 1823 to 1825	1950	2500	6000	2100	3950	3250	4300	3650	2100	2500	3750	1050	1050	6000	6000	1050	6000	....	....	1360	470
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	2050	2650	6000	2200	4200	3450	4550	3650	2250	2650	3950	1200	1200	6000	6000	1200	6000	....	....	1450	520
M-11	1832 to 1835	2150	2750	6000	2300	4350	3550	4700	4000	2350	2800	4100	1250	1250	6000	6000	1250	6000	....	....	1500	540
T-1	2242 to 2271	1400	1800	5000	1500	2900	2350	3100	2650	1550	1800	2700	800	800	5000	5000	800	5000	1000	5000	1000	320
T-8, 9	2161, 2174 and 2178	990	1250	5000	1050	2050	1650	2250	1900	1050	1300	1950	550	550	5000	5000	550	5000	690	5000	690	200
T-23	2301 to 2310	2000	2600	6000	2200	4150	3400	4500	3800	2250	2650	3900	1200	1200	6000	6000	1200	6000	....	....	1450	480
T-26	2283 to 2299	1750	2250	6000	1900	3650	3000	3950	3350	1950	2300	3450	1000	1000	6000	6000	1000	6000	....	....	1250	390
T-28, 31	2311 to 2362	2250	2900	8000	2450	4600	3750	4950	4200	2450	2900	4300	1300	1300	8000	8000	1300	8000	....	....	1600	550
T-32, 40	2363 to 2384	2300	2950	8000	2450	4650	3800	5050	4300	2500	2950	4400	1300	1300(E)	8000(E)	8000	1300	8000	....	....	1650(E)	560(E)
T-36	2103	1500	1950	5000	1650	3100	2500	3350	2850	1650	1950	2900	870	870	6000	6000	870	6000	1050	6000	1050	380
T-37	2105 to 2106	2050	2600	6000	2200	4150	3400	4500	3800	2250	2650	3900	1150	1150	6000	6000	1150	6000	....	....	1450	490
T-57, 58	2385 to 2386	1850	2350	6000	2000	3750	3050	4050	3450	2000	2400	3550	1050	1050	6000	6000	1050	6000	....	....	1300	450
P-1, 3, 5	2408, 2411, 2412, 2413, 2416, 2417, 2418, 2423 2425 to 2435, 2437 to 2452, 2459 and 2460	1800	2300	6000	1950	3750	3050	4050	3400	1950	2350	3500	1000	1000	6000	6000	1000	6000	....	....	1250	370
P-1	2400, 2403 to 2407 and 2415	1850	2450	6000	2050	3900	3200	4250	3600	2050	2450	3700	1050	1050	6000	6000	1050	6000	....	....	1300	390
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	1950	2550	6000	2150	4100	3350	4450	3750	2150	2600	3850	1100	1100	6000	6000	1100	6000	....	....	1350	420
P-6	2453, 2454 and 2458	2250	2900	8000	2450	4650	3800	5050	4250	2450	2950	4350	1250	1250	8000	8000	1250	8000	....	....	1600	500
P-7	2476 and 2477	2400	3100	8000	2600	4950	4050	5350	4550	2650	3150	4650	1350	1350	8000	8000	1350	8000	....	....	1700	570
P-8, 10	2461 to 2474, 2478 to 2483	2450	3200	8000	2650	5150	4150	5550	4700	2700	3200	4800	1350	....	....	8000	1350	8000	....	....	....	....
P-8, 10	2475, 2484 to 2491	2600	3350	8000	2800	5400	4400	5850	4950	2850	3400	5100	1450	....	....	8000	1450	8000	....	....	....	....
P-11	3100 to 3109	1950	2500	8000	2100	4000	3300	4350	3700	2150	2550	3800	1100	1100	8000	8000	1100	8000	....	....	1350	430
P-12	3120 to 3129	2600	3350	8000	2800	5300	4350	5750	4900	2850	3450	5100	1490	....	....	8000	1490	8000	....	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	2500	3200	8000	2700	5100	4150	5500	4650	2700	3250	4750	1470	1470	8000	8000	1470	8000	....	....	1770	620
C-15, 32	2500, 2505 to 2507	1600	2050	5000	1700	3250	2650	3500	2950	1750	2050	3050	940	940	5000	5000	940	5000	1150(B)	5000(B)	1150	400
C-17	2510 and 2511	1950	2500	6000	2150	3950	3250	4300	3650	2150	2550	3750	1150	1150	6000	6000	1150	6000	....	....	1400	530
C-18	3400 to 3409	2350	3000	8000	2500	4700	3850	5050	4300	2550	3000	4400	1350	1350	8000	8000	1350	8000	....	....	1650	600
C-19	3410 to 3426	2400	3100	8000	2600	4850	4000	5250	4450	2650	3150	4550	1430	1430	8000	8000	1430	8000	....	....	1700	620
TW-1	2900 to 2913	1900	2400	7000	2050	3850	3150	4150	3550	2100	2450	3600	1100	1100	7000	7000	1100	7000	....	....	1350	480
TW-2, 3	2932 to 2952	1500	1950	7000	1650	3100	2500	3350	2850	1650	1950	2900	940	940	6000	6000	940	6000	1150	6000	1150	360
TW-4, 6	2926 to 2931 and 2957	1400	1800	7000	1550	1900	2400	3150	2700	1550	1850	2750	820	820	6000	6000	820	6000	1000	6000	1000	330
TW-8	2914 to 2923	2100	2650	7000	2250	4250	3500	4600	3900	2300	2700	4000	1200	1200	7000	7000	1200	7000	....	....	1500	520
A-3	3029	1350	1800	6000	1500	2950	2400	3200	2700	1550	1850	2750	760	760	6000	6000	760	6000	....	....	960	250
A-3	3025, 3036, 3052 and 3057	1450	1900	6000	1550	3100	2500	3350	2850	1600	1900	2900	800	800	6000	6000	800	6000	....	....	1000	260
A-6	3000 to 3003	1700	2250	6000	1850	3600	2950	3900	3300	1900	2250	3400	960	960	6000	6000	960	6000	....	....	1200	340
Mk-2, 4	3201 to 3240	2750	3550	8000	3000	5650	4650	6150	5200	3050	3600	5350	1700	1700(C)	10000(C)	10000	1700	10000	....	....	1950(C)	650(C)
Mk-5, 6	3241 to 3277	3150	4050	8000	3400	6400	5250	6900	5850	3450	4150	6050	1850	1850(C)	10000(C)	10000	1850	10000	....	....	2250(C)	750(C)
Mk-7, 8, 9	3300 to 3324	3500	4450	8000	3800	7050	5800	7650	6500	3850	4550	6650	2070	....	....	10000	2070	10000	....	....	....	....
Mk-10	3295	2700	3450	8000	2900	5400	4450	5850	5000	2950	3500	5100	1600	1600	8000	8000	1600	8000	....	....	1950	700
Mk-11	3297 and 3298	2600	3300	8000	2800	5200	4250	5650	4800	2850	3350	4900	1550	1550	8000	8000	1550	8000	....	....	1850	680
F-1	3600 to 3652	3700	4750	10000	4000	7450	6100	8050	6850	4000	4750	6950	2190	....	....	10000	2190	10000				
F-3	3653 to 3667	4200	5400	10000	4550	8500	7000	9200	7800	4550	5450	7900	2490	....	....	10000	2490	10000				
F-4, 5	3668 to 3769	4750	6100	10000	5150	9550	7850	10000	8800	4550	5450	7900	2770	....	....	10000	2770	10000				
AM-2	3900 to 3911	4150	5300	10000	4500	8400	6850	9050	7700	4550	5350	7900	2450	....	....	10000	2450	10000				
MM-3	3930 and 3931	4800	6150	10000	5200	9700	8000	10000	8950	5300	6250	9150	2900	....	....	10000	2900	10000				
AC-1, 2, 3	4000 to 4048	5050	6450	12000	5450	10100	8350	10900	9300	5550	6500	9550	3100	....	....	10000	....	....				
AC-4, 5	4100 to 4125	6550	8400	14000	7100	13000	10800	14000	12000	7200	8500	12400	4000	....	....	10000	....	....				
AC-6 to 12	3800 to 3811, 4126 to 4294	7400	8700	12000	7500	12000	12000	14000	12500	7200	8800	12500	4200	....	....	10000	....	....				
Mt-1, 3, 4, 5	4300 to 4376	3800	4850	10000	4100	7700	6300	8300	7050	3650	4400	6450	1970	....	....	10000	1970	10000				
Mt-2	4385 to 4390	3550	4600	10000	3850	7300	5950	7900	6700	4000	4750	7000	2150	....	....	10000	2150	10000				
GS-1, 2	4400 to 4415	3500	4550	10000	3800	7350	5950	7950	6700	3850	4600	6900	2000	....	....	10000	....	....				
GS-3, 4, 5, 6	4416 to 4469	4000	5100	10000	4300	8050	6650	8700	7400	4150	4950	7400	2150	....	....	10000	....	....				
SP-1, 2, 3	5000 to 5048	5350	6850	10000	5800	10000	8850	10000	10000	5400	6400	9350	2970	....	....	10000	2970	10000				
Allowance for Empty and Underloaded Cars	Less than 45 M's	6	6	6	6	6	6	6	6	6	6	6	....	....	....	....	6	6	6	....	3	3
	45 M's to 55 M's	3	3	3	3	3	3	3	3	3	3	3	....	....	....	....	3	3	3	....	3	3
	More than 55 M's	0	0	0	0	0	0	0	0	0	0	0	....	....	....	....	0	0	0	....	0	0

NOTES:

(A) Applies to Engines: 1617, 1627 and 1703 only.

(B) Applies to Engines 2505, 2506 and 2507 only.

(C) Applies to Engines: 3201, 3203 to 3206, 3211, 3213, 3214, 3224, 3227, 3229, 3236, 3237, 3241, 3247, 3251, 3253, 3255, 3259, 3266, 3268, 3271, 3272 and 3274 only.

(E) Applies to all Engines 2363 to 2384 except Engine 2371.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT

RATING OF ENGINES—RIO GRANDE DIVISION—In M's of 1000 lbs. Back of Tender

NOMINAL CLASS	ENGINE NUMBERS	Lordsburg to Guthrie So. Siding to Lordsburg	Guthrie to So. Siding Clifton to So. Siding	So. Siding to Clifton Lawrence to Lordsburg	Tucumcari to Campana Cabeza to Dawson	Campana to Cabeza	Dawson to Taylor Mills to Canadian	Taylor to Mills Canadian to Tucumcari	Alamogordo to Russia	Russia to Alamogordo
E-23	1500 and 1502	1300	600	5000	1000	440	2900	1400	....	....
M-4	1617 to 1713	1750	860	5000	1350	660	3850	1900	....	....
M-6, 8	1721 to 1803, 1823 to 1825	1920	980	7000	1600	800	4500	2200	....	....
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	2200	1100	6000	1700	860	4750	2350	....	....
M-11	1832 to 1835	2250	1150	6000	1800	910	4950	2450	....	....
T-1	2242 to 2271	1500	730	5000	1150	560	3250	1600	....	....
T-8, 9	2161, 2174 and 2178	1050	500	5000	810	370	2350	1150	....	....
T-23	2301 to 2310	2150	1050	6000	1650	830	4700	2350	....	....
T-26	2283 to 2299	1850	910	6000	1450	700	4150	2050	....	....
T-28, 31	2311 to 2362	2400	1200	8000	1850	930	5200	2600	....	....
T-32, 40	2363 to 2384	2450(E)	1200(E)	8000(E)	1900(E)	950(E)	5300(E)	2600(E)	....	....
T-36	2103	1570	800	6000	1350	450	3000	1500	....	....
T-37	2105 to 2106	2100	1050	6000	1700	840	4700	2350	....	....
T-57, 58	2385 to 2386	1950	980	6000	1500	760	4250	2100	....	....
P-1, 3, 5	2408, 2411, 2412, 2413, 2416, 2417, 2418, 2423 2425 to 2435, 2437 to 2452, 2459 and 2460	1900	910	6000	1450	690	4250	2050	....	....
P-1	2400, 2403 to 2407 and 2415	2000	950	6000	1550	720	4450	2150	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	2100	1000	6000	1600	760	4650	2250	....	....
P-6	2453, 2454 and 2458	2400	1150	8000	1850	890	5250	2600	....	....
P-7	2476 and 2477	2550	1250	8000	2000	980	5600	2750	....	....
P-8, 10	2461 to 2474, 2478 to 2483	....	....	....	....	....	....	....	....	....
P-8, 10	2475, 2484 to 2491	....	....	....	....	....	....	....	....	....
P-11	3100 to 3109	2050	1000	8000	1600	770	4550	2250	....	....
P-12	3120 to 3129	....	....	....	....	....	....	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	2640	1350	8000	2050	1000	5650	2850	....	....
C-15, 32	2500, 2505 to 2507	1700	850	5000	1300	660	3650	1800	230	2000
C-17	2510 and 2511	2100	1050	6000	1650	850	4500	2250	320	2000
C-18	3400 to 3409	2450	1250	8000	1950	970	5250	2850		
C-19	3410 to 3426	2530	1310	8000	2050	1025	5500	2900		
TW-1	2900 to 2913	2000	1000	7000	1550	790	4350	2150		
TW-2, 3	2932 to 2952	1700	860	7000	1250	620	3500	1750		
TW-4, 6	2926 to 2931 and 2957	1500	750	6000	1150	570	3300	1650		
TW-8	2914 to 2923	2200	1100	7000	1750	870	4800	2400		
A-3	3029	1500	680	6000	1150	500	3350	1600		
A-3	3025, 3036, 3052 and 3057	1550	710	6000	1200	530	3500	1700		
A-6	3000 to 3003	1850	860	6000	1400	650	4100	2000		
Mk-2, 4	3201 to 3240	2950(C)	1530(C)	9000(C)	2420	1160	6720	3310		
Mk-5, 6	3241 to 3277	3100(C)	1650(C)	10000(C)	2650	1325	7250	3625		
Mk-7, 8, 9	3300 to 3324	....	....	....	2900	1450	8000	3800		
Mk-10	3295	2850	1450	8000	2250	1150	6150	3100		
Mk-11	3297 and 3298	2750	1400	8000	2150	1100	5900	2950		
Allowance for Empty and Underloaded Cars	Less than 45 M's	6	3	6	6	6	6	6	3	3
	45 M's to 55 M's	3	3	3	3	3	3	3	3	0
	More than 55 M's	9	0	0	0	0	0	0	0	0

NOTES:

(A) Applies to Engines: 1617, 1627 and 1703 only.

(B) Applies to Engines 2505, 2506 and 2507 only.

(C) Applies to Engines: 3201, 3203 to 3206, 3211, 3213, 3214, 3224, 3227, 3229, 3236, 3237, 3241, 3247, 3251, 3253, 3255, 3259, 3266, 3268, 3271, 3272 and 3274 only.

(E) Applies to all Engines 2363 to 2384 except Engine 2371.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT

TERMINAL SUPERINTENDENT

L. F. Tadlock	El Paso, Texas

ASSISTANT TERMINAL SUPERINTENDENT

L. C. Cody	El Paso, Texas

TRAINMASTERS

C. N. Armstrong	Tucumcari, N. M.
W. H. Ferguson	El Paso, Texas
T. T. Hurley	Douglas, Arizona
Leonard Wise	Douglas, Arizona
L. E. McCaddon	Carrizozo, N. M.

TERMINAL TRAINMASTERS

D. J. McFate	Lordsburg, N. M.
J. W. Taylor	Lordsburg, N. M.
Charles E. Medema	Carrizozo, N. M.
Sam W. Matthews	Carrizozo, N. M.
J. A. Reynolds	Lordsburg, N. M.

ROAD FOREMEN OF ENGINES

F. A. Driscoll	Tucumcari, N. M.
R. U. McNelly	Douglas, Arizona
Harry Nations	El Paso, Texas

ASSISTANT TRAINMASTER AND DIVISION EXAMINER

W. S. Ford	El Paso, Texas

CHIEF TRAIN DISPATCHERS

W. A. Glenn	El Paso, Texas
W. A. Alford	Douglas, Arizona
C. F. Mattingly	Tucumcari, N. M.

W. R. ADAIR,
Assistant Superintendent

SURGEONS

Location	Name	Title
San Francisco	Dr.	Chief Surgeon
Tucson	Dr. C. A. Thomas	Assistant to Chief Surgeon and Examiner
Tucson	Dr. N. K. Thomas	Division Surgeon
Tucson	Dr. C. C. Whittle	Oculist and Aurist
Tucson	Dr. R. G. Dryer	District Physician and Surgeon
Tucson	Dr. R. F. Oyler	District Physician and Surgeon
Benson	Dr. A. N. Shoun	District Physician & Surgeon & Examiner
Lordsburg	Dr. C. B. Austin	District Physician and Surgeon (Examining Surgeon)
Duncan	Dr. Karl L. Fife	Emergency Surgeon
Clifton	Dr. C. H. Laugharn	District Physician and Surgeon
Deming	Dr. J. G. Moir	District Physician and Surgeon
Deming	Dr. L. J. Whitaker	Assistant District Physician and Surgeon
Tyrone	Dr. N. D. Frazin (Silver City)	Emergency Surgeon
El Paso	Dr. E. W. Reinheimer	Division Surgeon and Examiner
El Paso	Dr. Henry D. Garrett	District Physician and Surgeon
El Paso	Dr. Russell Holt	District Physician and Surgeon
El Paso	Dr. F. P. Schuster	Oculist and Aurist
El Paso	Dr. S. A. Schuster	Oculist and Aurist
El Paso	Dr. E. H. Irvin	Oculist and Aurist
El Paso	Dr. J. D. Martin	Assistant Oculist and Aurist
El Paso	Dr. T. K. Preston	District Physician and Surgeon
El Paso	Dr. H. W. Dietrich	Assistant District Physician and Surgeon
Columbus	Dr. Albert L. Oxford	District Physician and Surgeon
Douglas	Dr. N. V. Alessi	District Physician and Surgeon (Examining Surgeon)
Douglas	Dr. A. K. Duncan	Assistant District Physician and Surgeon
Douglas	Dr. H. M. Helm	Assistant District Physician and Surgeon
Bisbee	Dr. H. W. Rice	District Physician and Surgeon
Bisbee	Dr. G. H. Hess	Assistant District Physician and Surgeon
Naco	Dr. W. F. Haas	District Physician and Surgeon
Tombstone	Dr. G. O. Webb	District Physician and Surgeon
Patagonia	Dr. James H. Bryant	Emergency Surgeon
Alamogordo	Dr. F. B. Evans	District Physician and Surgeon
Alamogordo	Dr. E. P. Simms	Assistant District Physician and Surgeon
Carrizozo	Dr. M. C. Paden	Consulting Surgeon (Service limited to consultation with District Surgeons or when they are not available)
Carrizozo	Dr. P. M. Shaver	District Physician and Surgeon (Examining Surgeon)
Carrizozo	Dr. James P. Turner	Assistant District Physician and Surgeon
Corona	Dr. L. H. Berry	District Physician and Surgeon
Santa Rosa	Dr. Z. E. Funk	District Physician and Surgeon
Tucumcari	Dr. O. E. Brown	District Physician and Surgeon (Examining Surgeon)
Tucumcari	Dr. C. H. Ferguson	Assistant District Physician and Surgeon
Tucumcari	Dr. W. M. Thaxton	Assistant District Physician and Surgeon
Roy	Dr. M. D. Gibbs	District Physician and Surgeon
Dawson	Dr. H. M. Hawthorn	District Physician and Surgeon

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL	San Francisco, Cal.
St. Mary's	Tucson, Ariz.
Hotel Dieu	El Paso, Texas

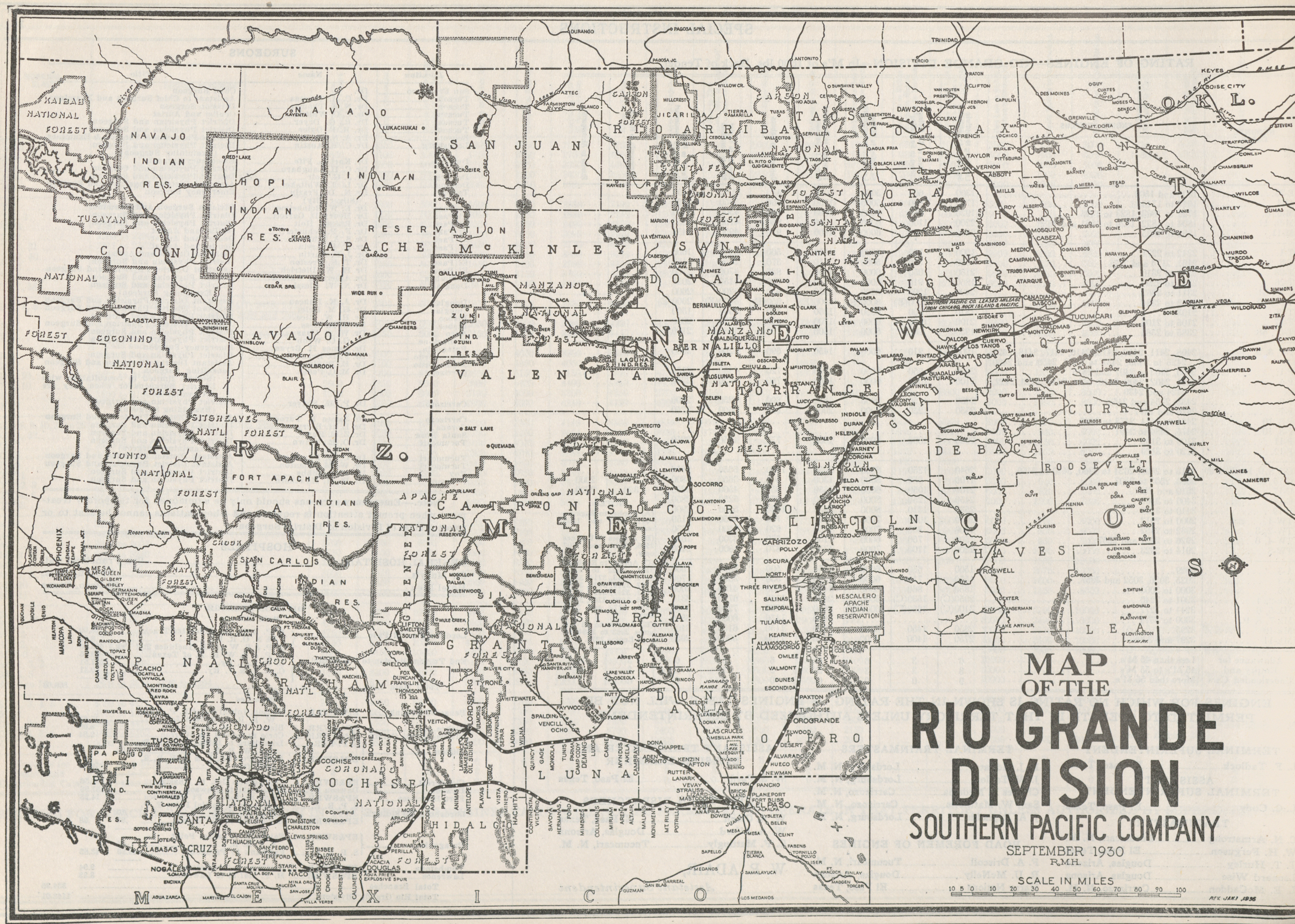
DIVISION MILEAGE

Main Lines

Lordsburg to El Paso	S. P. R. R. (Includes 1st Track)	148.00	
	T. & N. O. R. R.	3.59	
End Tucson Division to Tucumcari	E. P. & S. W. R. R. (Includes 2nd Trk.)	448.30	
	E. P. & S. W. R. R. of Texas	20.85	
	E. P. R. I. Ry.	127.51	
	C. R. I. & P. Ry.	60.41	
Total Main Line			808.66

Branches

Benson-Fairbank	EP&SWRR	Benson, Initial Point E. P. & S. W. R. R. to Benson Jct.		17.23	
Bisbee	EP&SWRR	Bisbee Jct. to Bisbee		8.08	
Bisbee-Lowell Cutoff	EP&SWRR	Corta to Lowell via Warren		2.84	
Clifton	S. P. R. R.	Lordsburg to Initial Point E. P. & S. W. R. R.	.03		
	EP&SWRR	Initial Point E. P. & S. W. R. R. to Clifton	70.32	70.35	
Cloudcroft	EP&SWRR	Alamogordo Jct. to Russia		31.56	
Dawson	Dawson Ry.	Tucumcari to Dawson		131.96	
Fort Huachuca	EP&SWRR	Lewis Springs to Ft Huachuca		14.23	
Lordsburg Oil Siding	S. P. R. R.	Lordsburg to Initial Point E. P. & S. W. R. R.	.10		
	EP&SWRR	Lordsburg to Oil Siding	.88	.98	
Patagonia	EP&SWRR	Fairbank to Initial Point S. P. R. R.	.05		
	S. P. R. R.	Fairbank to Patagonia	43.80	43.85	
Tombstone	EP&SWRR	Fairbank to Tombstone		9.94	
Lawrence	EP&SWRR	M. P. 1147.75 to Lawrence		3.33	
Total Branches					334.35
Total Rio Grande Division					1143.01


ARIZ.
NEW MEX.
TEX.
OKL.
MEXICO
KAIBAB NATIONAL FOREST
NAVAJO INDIAN RES.
HOPI INDIAN RES.
NAVAJO INDIAN RESERVATION
TUSAYAN
COCONINO NATIONAL FOREST
NAVAJO
APACHE
SITGREAVES NAT'L FOREST
TONTO NATIONAL FOREST
FORT APACHE INDIAN RES.
GILA
SAN CARLOS INDIAN RES.
CROOK NAT'L FOREST
PINAL
GRAHAM
GREENLEE
MARICOPA
PIMA
PAPAGO IND. RES.
SANTA CRUZ
CORONADO NATIONAL FOREST
COCHISE
SAN JUAN
RIO ARRIBA
CARSON NAT'L FOREST
TAOS
COLFAX
UNION
MORA
HARDING
SANTA FE NATIONAL FOREST
SANDOVAL
SANTA FE
SAN MIGUEL
McKINLEY
MANZANO NATIONAL FOREST
ZUNI IND. RES.
VALENCIA
BERNALILLO
TORRANCE
GUADALUPE
QUAY
CURRY
DE BACA
ROOSEVELT
CATRON
SOCORRO
LINCOLN
CHAVES
LEA
SIERRA
GRANT
GILA NATIONAL FOREST
MESCALERO APACHE INDIAN RESERVATION
DONA ANA
OTERO
LUNA
HIDALGO
SOUTHERN PACIFIC CO. LEASED MILEAGE FROM CHICAGO, ROCK ISLAND & PACIFIC
Colorado River
Rio Grande
Pecos R.
Canadian Riv.
Gila Riv.
Roosevelt Dam
PHOENIX
TUCSON
NOGALES
BISBEE
DOUGLAS
TOMBSTONE
BENSON
WILLCOX
BOWIE
LORDSBURG
DEMING
EL PASO
LAS CRUCES
ALAMOGORDO
CARRIZOZO
TUCUMCARI
SANTA ROSA
DAWSON
RATON
TRINIDAD
SANTA FE
ALBUQUERQUE
GALLUP
FLAGSTAFF
WINSLOW
HOLBROOK
SOCORRO
ROSWELL
CLOVIS
AMARILLO
DALHART
DURANGO
JUAREZ
SCALE IN MILES
10 5 0 10 20 30 40 50 60 70 80 90 100
REV. JAN. 1 1936

MAP OF THE RIO GRANDE DIVISION

SOUTHERN PACIFIC COMPANY

SEPTEMBER 1930
R.M.H.